

Project Proposals on Mt. Bachelor

Deschutes National Forest, Bend - Fort Rock Ranger District

September 2022

The **Bend - Fort Rock Ranger District** of the **Deschutes National Forest** in **Deschutes County, Oregon** invites you to review and comment on several project proposals from Mt. Bachelor. The proposals are described on the following page.

Mt. Bachelor is located entirely within the Deschutes National Forest and operates under a Special Use Permit issued by the United States Forest Service (USFS). Projects on Mt. Bachelor are subject to the NEPA process, which includes environmental and cultural resource reviews as well as providing an opportunity for public engagement.

Some improvements and projects on Mt. Bachelor have already been approved through their Master Development Plan. The projects included in their plan were analyzed in an Environmental Impact Statement (EIS) and Record of Decision that was signed in 2013.

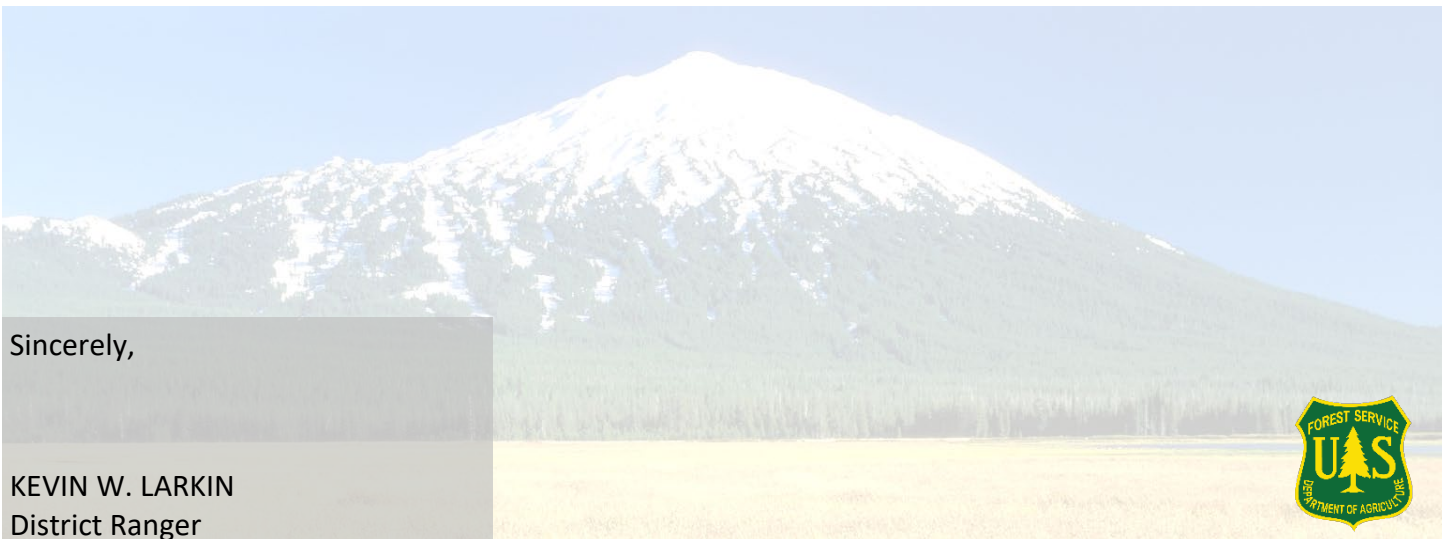
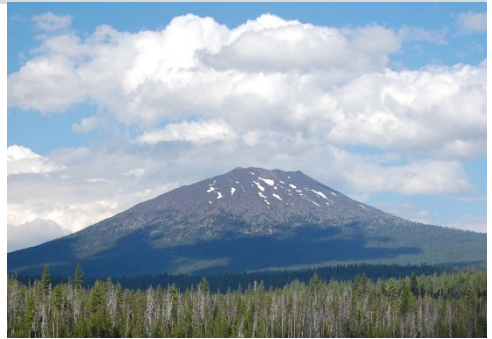
Projects in this letter fall in categories of action that may be excluded from documentation in an EA or EIS.

It would be most helpful to receive comments by October 25, 2022. Submit comments by email to: comments-pacificnorthwest-deschutes-bend-ftrock@usda.gov. Please put the name of the project in the subject line. Comments must be submitted as part of an actual email message, or as an attachment in Microsoft Word, rich text format (rtf), or portable document format (pdf) only. Comments submitted to other email addresses, in any other format, or that contain viruses will be rejected.

Electronic submissions are strongly encouraged. However, if necessary, comments may be submitted by post mail to: Kevin Larkin, District Ranger, Bend - Fort Rock Ranger District, 63095 Deschutes Market Road, Bend OR 97701. Hand delivered comments are discouraged at this time.

Comments submitted are part of the public scoping process under the National Environmental Policy Act (NEPA), 40 CFR parts 1500-1508, Names and contact information associated with comments will become part of the public record and may be released under the Freedom of Information Act (FOIA), 5 USC 552.

For more information about any of these projects, please contact Cristina Peterson, NEPA Planner, by email at cristina.peterson@usda.gov



Sincerely,

KEVIN W. LARKIN
District Ranger



Skyliner Lift Replacement

This project proposes to replace the failing 4-person Skyliner ski lift with a 6-person Doppelmayr D-line lift for more uphill capacity and better wind profile to operate more consistently through inclement weather. The lift would be shortened approximately 125 feet to give more space for unloading at the top and for lift mazes at the bottom. The current Skyliner lift has failed and after several issues with repairs, Mt. Bachelor proposes to replace the lift entirely.

The lift replacement would require:


- Removing one 18 inch dbh hemlock tree due to a branch overhanging the corridor to accommodate the new 6 person lift (Figure 1). The new towers and new terminal foundations would follow the preexisting lift line, but existing towers or terminal foundations would not be used.
- The top terminal of the lift would be moved downhill approximately 50 feet to allow for more unload space (Figure 2). The bottom terminal would move uphill approximately 75 feet to give more space at the bottom for lift mazes.
- The preexisting top terminal footing would be removed to match the new grade once the new terminal footing is in place. Grade work is proposed from the new top terminal down to the current Summit Crossover, in order to mellow out the grade at the start of Upper Avalanche run (below Summit Crossover).
- Grade work and removal of larger boulders are proposed on Upper Cliffhanger run, to allow for grooming the run daily in early season or low snow conditions.
- Excavator access would be required to dig footings for the new towers throughout the lift line. Mt. Bachelor plans to utilize older access routes from the lift's original construction by doing minor work to re-establish them. Depending on tower locations, short access road segments may need to be constructed to access the new towers and would be included in the analysis.
- Power feed and communications line adjustments including:
 - Skyliner bathroom power trench dimensions - 2 feet by 4 feet by 275 feet
 - Skyliner gantry repositioning trench dimensions - 2 feet by 4 feet by 100 feet, foundation footprint approximately 8 feet by 8 feet by 8 feet
 - Buried communication line trench dimensions - 2 feet by 4 feet by approximately 5,300 feet
 - The new lift would utilize the existing power supply, with no change to ditch location or lengths. The power lines would be exposed and temporarily removed from the run regarding area while new terminal foundations are poured, and grade work is in progress.
- Erosion control methods including water bars, erosion netting, and straw wattles would be used where needed. The new unload area would have wood chips spread to assist with low snow skiing and erosion control once final grade work is complete.

Equipment required for the project includes dump trucks, a D6 & D9 Dozer or equivalent size dozer, and a Cat 320 Excavator or similar size excavator with rock hammer, crane, and boom lift. Equipment staging would be on the jobsite where possible, as well as Skyliner and Sunrise parking lots. A helicopter would be used to remove old towers, set new towers, and assist with footing forms to towers that are not near roads.

Danger Canyon Summer Road Repair

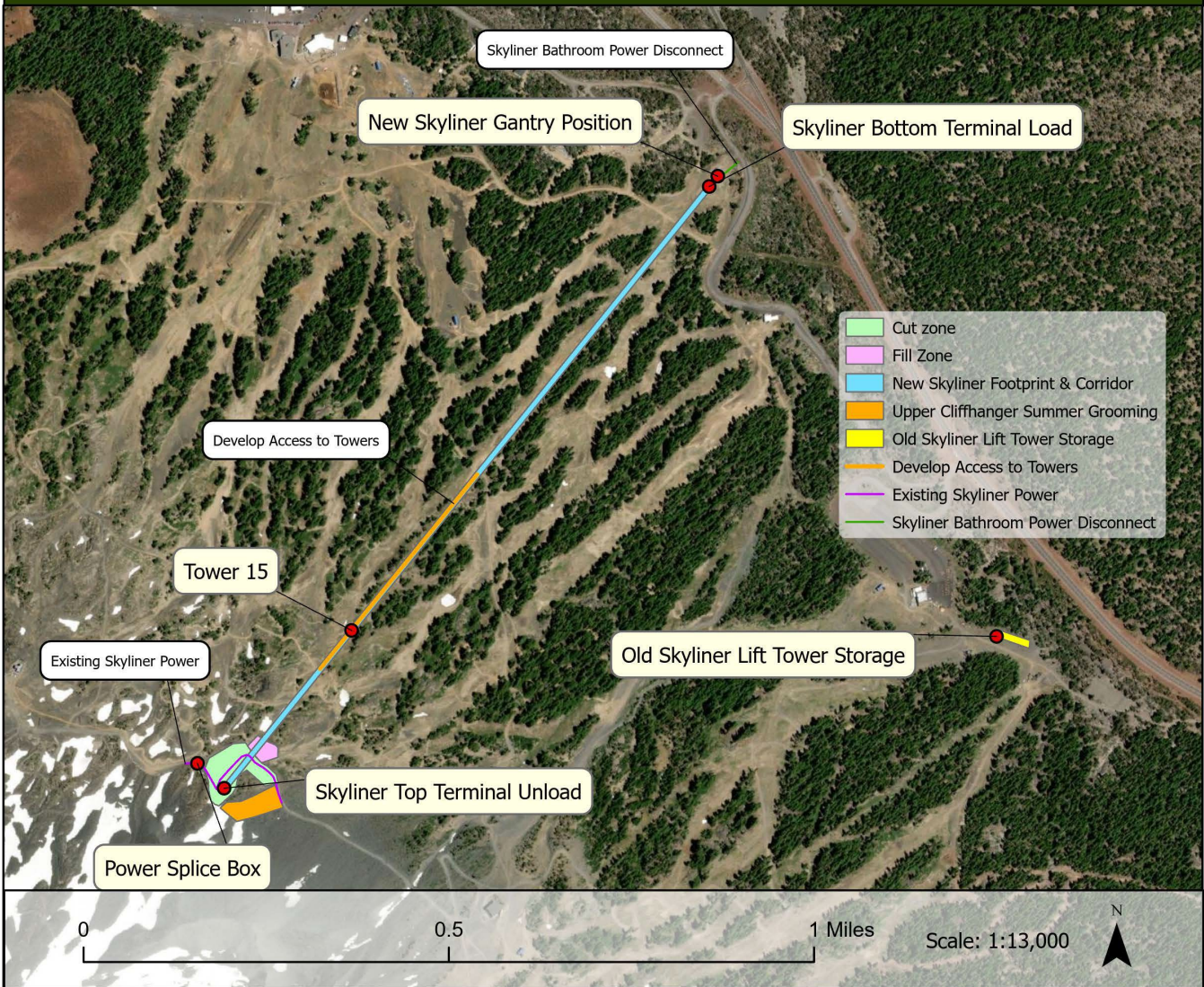
This project proposes to rebuild a section of the Danger Canyon Summer Road just below the bottom terminal of the Summit Lift to improve safety (Figure 3). The current road is washing out on the downhill side creating dangerous driving conditions for larger trucks and equipment to pass due to narrow width. The road tread would be raised enough have an inside ditch with 12 inch culverts diverting water under the road. The cut disturbance area would be 50 feet from centerline of existing road to allow for cut and fill slope management and culvert drains where necessary. Native grass seed would be spread on disturbed areas, straw wattles and erosion netting would be used where necessary for erosion control.

Figure 1. Skyliner Lift Replacement Overview Map



Skyliner Lift Replacement Overview

Mount Bachelor, Deschutes National Forest



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Figure 2. Skyliner Lift Replacement Top View Map

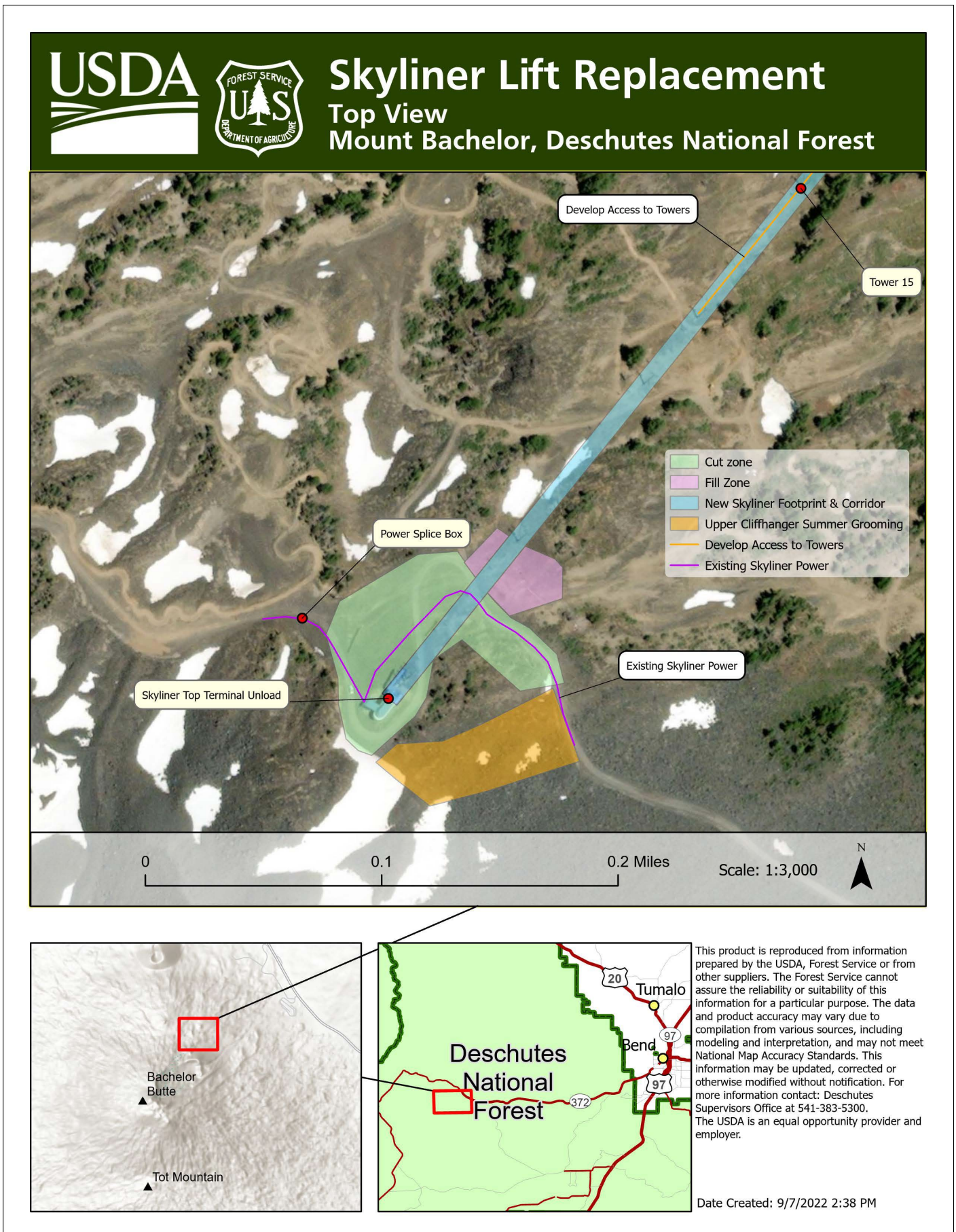
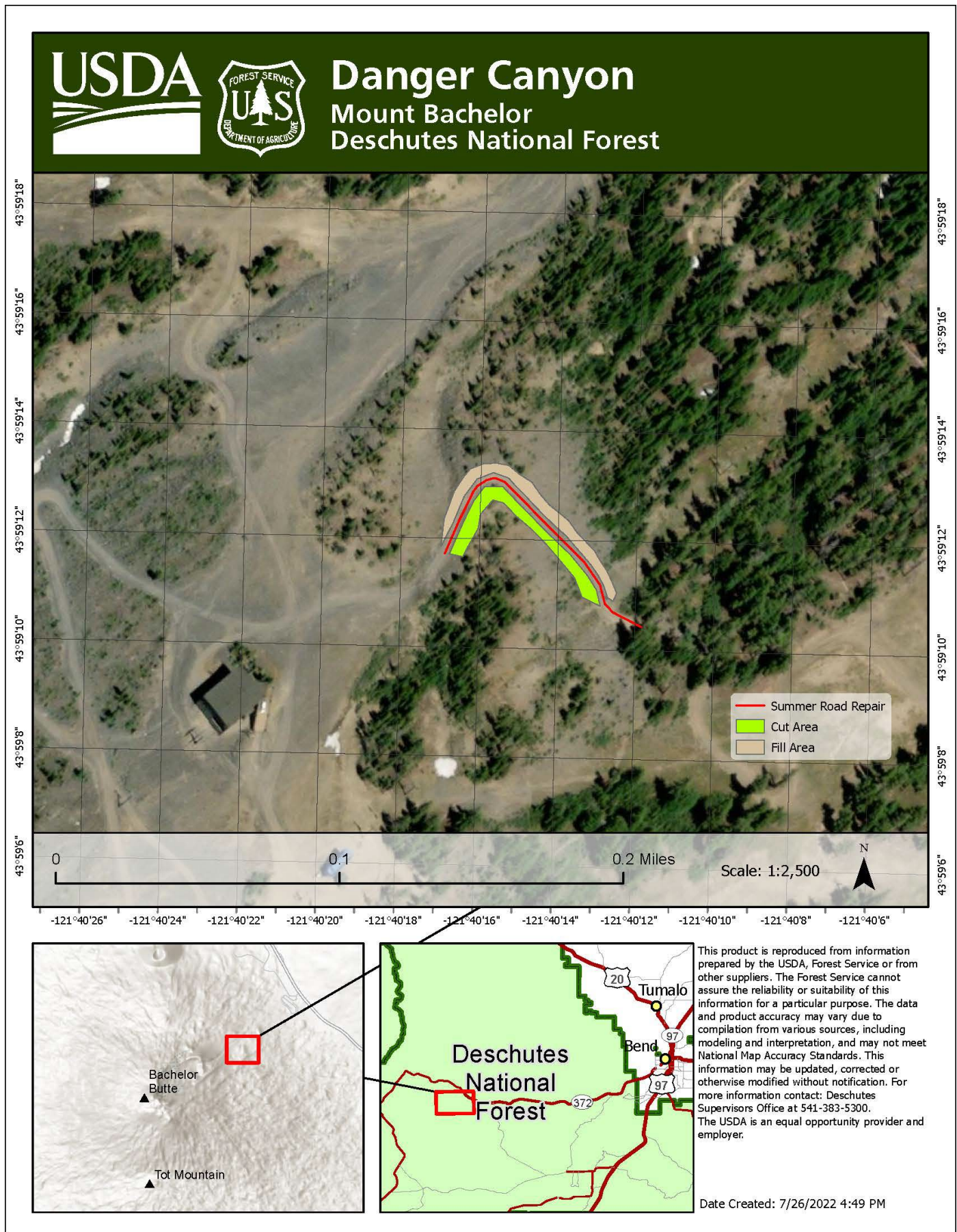


Figure 3. Danger Canyon Summer Road Repair Map



USDA Non-Discrimination Policy Statement

[DR 4300.003 USDA Equal Opportunity Public Notification Policy \(June 2, 2015\)](#)

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