

ENVIRONMENTAL ASSESSMENT

**A PROPOSAL TO RESERVE A FEDERAL LAND POLICY MANAGEMENT ACT
RIGHT-OF-WAY TO BONNEVILLE POWER ADMINISTRATION FOR ROAD ACCESS
TO AN EXISTING POWER LINE CORRIDOR**

No. OR 090-EA-00-19

1.0 PURPOSE OF AND NEED FOR ACTION

The Bureau of Land Management (BLM) received a request from Bonneville Power Administration (BPA) to obtain permanent access over a new route to an existing powerline corridor constructed over BLM land. This proposal would provide legal vehicle access to the BPA to a portion of the existing powerline they maintain. The authority for the reservation of right-of-way is Section 507 of the Federal Land Policy Management Act. The analysis area is approximately 8 miles east / northeast of Springfield, Oregon in the Vida-McKenzie watershed analysis area. Federal ownership in this watershed is 11% BLM (14,935 acres) and 4% USFS. Large private forest land ownership is 65% of the area, while small private ownership is 19% of the area, and 1% of the area is State and City ownership. The legal description for the proposed road construction is T. 17 S., R. 1 W., Section 15: SW¹/₄, of the Willamette Meridian.

The proposed action would construct approximately 900 feet of new road allowing BPA access to their power lines from Road 17-1-22 (see map in Appendix 2 & 3).

Background

In 1960 BLM approved Right-of-Way appropriation ORE 010134 which authorizes BPA to construct, use and maintain a powerline corridor and one segment of road on BLM administered land. It also gives BPA the right to use other sections of road controlled by BLM in

order to access its powerline facilities, but does not include the right for BPA to maintain or improve the BLM controlled roads. In 1995 BLM inspected two log culverts on a section of the 17-1-22 road which showed signs of failing. Large holes were observed in the log culverts making use of the road unsafe. To remove the safety hazard, BLM pulled the two failing culverts and closed approximately 1,000 feet of existing road that BPA had been using for access to the powerline corridor.

Objectives

1. Control and Prevent Road-Related Runoff and Sediment Production.
2. Provide Bonneville Power Administration road access to their existing power line corridor located in T. 17 S., R. 1 W., Section 15: SW¹/₄, N1/2 of the SE1/4.

1.1 Conformance

This Environmental Analysis (EA) is tiered to the Record of Decision (ROD) for Amendments to Forest Service and Bureau of Land Management Planning Documents within the Range of the Northern Spotted Owl, April 1994 and the Eugene District Record of Decision and Resource Management Plan (RMP), May 1995. Actions described in this EA are in conformance with the Aquatic Conservation Strategy (ACS) Objectives listed on page B-11 and the Standards and Guidelines for Riparian Reserves on pages C-31 to C-37 of the Northwest Forest Plan (NWFP / ROD), (see Appendix 1).

1.3 Scoping

The general public was informed of the planned EA in March 2000 to those receiving the *Eugene District Planning Update*. A copy of the mailing list is in the Analysis File. There were no public responses.

1.4 ISSUES TO BE ANALYZED

Scoping by the IDT identified the following two issues:

- **Road Construction Impacts on Water Quality**
Would water quality be impacted by road construction activities or road use?
- **Road Construction Impacts on Threatened & Endangered Species**
What are the impacts to threatened and endangered species from road construction and road use?

2.0 ALTERNATIVES INCLUDING THE PROPOSED ACTION

Introduction

This section describes alternatives identified by the interdisciplinary team (IDT). Road construction design features incorporated in the Proposed Action conform with standard practices. Design features intended to reduce the environmental effects of road construction are based on Best Management Practices as detailed in the Eugene District RMP (Appendix C, pages 158-166).

Alternative No. I - No Action

Under this alternative no new road construction would take place and the Bonneville Power Administration would have to use an alternate route over private land and BLM land amounting to 13 additional travel miles. Road No. 17-1-22 would remain impassible.

Alternative No. II - Proposed Action - Reroute Road Segment

The proposed action is to construct 900 feet of road and decommission 1,000 feet of existing road (Road 17-1-22). This would allow BPA to access their power lines and towers. This access is for a yearly visual inspection and emergency repairs by BPA. Their preferred route is to access the powerline from the south on Road 17-1-22. Design features of this alternative include minimizing road construction to a right of way clearing width of 20 feet and a road surface of 14 feet in width. The road would be surfaced with crushed rock to minimize

sedimentation and allow year round access for emergency repairs by BPA. About 435 feet of this proposed road would be in the General Forest Management area located on a old skid trail. About 500 feet would be located in the Riparian Reserves.

However, none of the new construction would occur in the immediate riparian zone (closest distance to Rawhide Creek is 60 feet). The new construction would connect the 17-1-22 road with the BPA Power line road (as shown on Map in Appendix 2). Most of the new road would follow old skid trails that were used for past harvest. Prior to constructing the road, about 0.5 acre of trees (15 to 40 years in age) would need to be cut from the road right-of-way. This new construction would relocate the road away from the riparian zone.

This proposed action would be a “no net gain” in road density, because the old existing road would be sub-soiled and blocked.

Project Design Features:

- Road width of new construction would 14 feet and clearing width would be 20 feet.
- The new road would have an all weather road surface to prevent sedimentation problems (crushed aggregate, 9 inches deep.)
- A gate would be installed at the junction of 17-1-15.1 to control vehicle access onto 17-1-22.

- The new road would be constructed with ditches and cross drains, and the road surface would be crowned to drain.
- Known sites of Survey and Manage fungi (Protection Buffers, Component 1 and 2 species) would require no-entry buffers. *Otidea onotica* occur within and adjacent to the proposed action, and would require a 60' radius no-entry buffer around each site.
- Seasonal restrictions on the use of the road could be applied in the future, if surrounding forest habitat becomes suitable for threatened or endangered species.
- As shown on the Map in Appendix 2, decommission the portion of the existing road no longer needed for management purposes (BMP H-7). Construct drainage dips, waterbars or lead-off ditches as appropriate to leave the site in an erosion resistant condition (BMP I-3). Recontour the channel sideslopes during low flow and prior to fall rains to reestablish natural drainage configuration and plant exposed soils with native species for erosion control (BMPs H-8, F-20). Block entrance into the closed road segment to prevent vehicle traffic (BMP I-1).
- Till (sub-soil) and waterbar the existing roadbed to be bypassed by proposed new construction.
- BPA would be required to contact a BLM Authorized Officer at least 14 days prior to the anticipated start of maintenance and/or surface disturbing activities on the 17-1-22 road and activities may not proceed without written authorization of the Authorized Officer.

Alternative No. III - Reconstruct Existing Road with Low Water Crossings

Under this alternative existing Road 17-1-22 would be reopened with two low water crossings at the site of the two log culvert failures (see map in Appendix 3). The roadbed would be sloped back to allow a gentle driveable approach into the stream. The streambed would be armored with heavy rock base to allow access of heavy vehicles through the stream for emergency repair of the power lines when needed. Under this alternative there would be a “no net gain” in road density.

Project Design Features:

- Use washed rock/gravel in the low water ford crossing. Surface the approaches with rock aggregate within 150 feet of each side of the low water ford to minimize washing and softening of the road surface (BMP F-21).

- Design stream bank protection (e.g. rip-rap) where scouring could occur.
- Road 17-1-22 would be gated at the junction with Road 17-1-15.1 to control vehicle access.
- Confine activities by heavy equipment in the streambed to the area that is necessary for installation of the structure. Installation of the low water crossings should occur between July 15 and August 31 (subject to additional ODFW restrictions) to minimize adverse effects of increased sediment on aquatic life.
- Use hay bales and/or silt fencing to contain sediment within the project area during construction activities.
- Seasonal restrictions on the use of the road could be applied in the future, if surrounding forest habitat becomes suitable for threatened or endangered species.
- Known sites of Survey and Manage fungi (Protection Buffers, Component 1 and 2 species) would require no-entry buffers. *Otidea onotica* occur within and adjacent to the proposed action, and would require a 60' radius no-entry buffer around each site.
- BPA would be required to contact a BLM Authorized Officer at least 14 days prior to the anticipated start of maintenance and/or surface

disturbing activities on the 17-1-22 road and activities may not proceed without written authorization of the Authorized Officer.

Alternatives Considered But Eliminated

1. Reopen the existing road, by installing two metal culvert stream crossings, sized to the 100 year storm event. *This alternative was dropped because potential for future problems for these culverts was high. The road is located at a meander in Rawhide Creek. The stream crossings would be close together (100 feet apart) and stream bank erosion at the meander point would be ongoing.*
2. Reroute Rawhide Creek to eliminate the meander so that the existing road could be reconstructed without any stream crossings. *This alternative was dropped due to anticipated impacts to riparian soils and vegetation in the riparian zone, and modification of the stream channel would not clearly meet all ACS objectives.*

3.0 Affected Environment

3.1 Vegetation

The site is a Douglas-fir/salal plant association. It is habitat for many species of fungi, bryophytes, plants and lichens.

No BLM Special Status vascular plant, bryophyte or fungi species have been detected in the area.

No special habitats would be affected by the proposed action.

3.2 Wildlife

Stands of this conifer type and age class are used by many animal species for feeding and/or reproduction. No unique or limiting special wildlife habitats would be affected by the proposed action.

3.3 Threatened and Endangered Species

The proposed project is outside of the known habitat and range for the **Canada lynx** (*Lynx canadensis*) and **marbled murrelet** (*Brachyramphus marmoratus*) and would not affect these species.

Northern Bald Eagle (*Haliaeetus leucocephalus*) - No known suitable nesting or midwinter roosting areas exist within 0.5 mile of the project. Suitable habitat could exist in the future; although this is not expected due to anticipated harvest activities and rotation age on BLM GFMA/Matrix and private lands and vegetation management under the power

lines. The nearest Bald Eagle Habitat Area is over 2 miles from the action area.

Northern Spotted Owl (*Strix occidentalis caurina*) - The closest known spotted owl site or activity center is located over 1.25 miles from the action area. Surveys were conducted at this site in 1995, 1996 and 1998 and spotted owls were not detected within 1.0 mile of the action area.

The action area is located in and adjacent to 40-55 year old dispersal habitat. At least 266 acres of dispersal habitat exist within 0.25 mile of the action area and over 1600 acres exist in the surrounding 1/4 townships. Dispersal habitat is not considered limited. No known suitable nesting habitat currently exists in the action area or within at least 0.5 mile of the action area.

The action area is not within Critical Habitat. The nearest Critical Habitat Unit, # OR-18, is over nine miles east of the action area.

Botany

No T&E plant species occur in the area of the proposed action or in adjacent areas nor along the road system that accesses the site.

3.4 Survey and Manage Species

Mollusks - The project area contains suitable habitat within the expected range of 3 of the 4 Survey and Manage species present on the Eugene District: *Megomphix hemphilli* (Oregon megomphix), *Prophysaon coeruleum* (Blue-grey tail-dropper), and *Prophysaon dubium* (Papillose tail-dropper). Key

habitat features present in limited quantities include: big leaf maples and/or other hardwood leaf litter, sword ferns, leaf and needle litter, down woody debris and moist microclimates. Surveys were conducted and no Survey and Manage mollusk species were detected.

Red Tree Vole - Stand conditions within the action area are suitable for the species based on the predominance of Douglas-fir and a relatively high stand canopy closure. Overall, the affected stand would not be considered “high quality” habitat due to the stand’s age (40 - 55 years), lack of complex canopy structure, and lack of proximity to mature-late seral habitats. A few scattered individual trees in the vicinity exhibit the size and structure that may be suitable to voles. These features include: diameters greater than 25-30 inches with healthy crowns and sufficient live and dead limbs close to the ground. Surveys were conducted and no individuals or nests were detected.

Fungi - The project area contains suitable habitat for Component 2 species *Otidea onotica*, *Bondarzewia montana*, *Otidea leporina*, *Otidea smithii*, *Polyozellus multiplex*, *Sarcosoma mexicana* and *Sowerbyella rhenana* and is within the expected range of these species. Sites of *Otidea onotica* were found in the project area and an adjacent area to the east. This fungi, *Otidea onotica*, was found and would be protected with a no-entry 60 foot radius buffer. This required protection is listed as a “Design Feature” for the Proposed Action, and Alternative III.

There is also suitable habitat for many of the fungi species on the Component 1 (manage known sites) list. No surveys are required for these species. None were found during the surveys for fall and spring fruiting fungi.

Bryophytes - Of the Component 2 (survey before ground disturbing activity) and Protection Buffer species, the proposed action and alternatives contains suitable habitat or are within the known range of *Buxbaumia viridis* and *Tetraphis geniculata*. Surveys were conducted during a time of year when these species are detectable. None were found.

Lichens - The project area contains no suitable habitat for *Pseudocyphellaria rainerensis* component 2), as the trees are too young. Since little is known about the characteristics of suitable habitat for *Lobaria linita* or *Hypogymnia duplicata*, surveys were done for these species. None were found. No other Survey and Manage lichens were found.

Vascular plants - Of the list of Component 2 vascular plants species, there is suitable habitat only for *Allotropa virgata*. None were found.

3.5 Soils and Hydrology

The Nekia series is the dominant soil along the existing roadway and the proposed reroute. This moderately deep, well-drained soil formed from basalt on foothills adjacent to the Willamette Valley. The surface layer is a silty clay loam about 9 inches thick and the subsoil is a clay to about 36 inches (inorganic silt over lean clay

and clayey gravel, Unified Classification). Coarse content is usually less than 15% in the upper part, but as high as 50% in the lower B horizon. Hard basalt typically occurs at 45 inches. Internal drainage is medium and the permeability of the B horizon is moderately slow.

Road construction through this soil usually necessitates rocking due to the low strength properties when wet. Road generated sediment is fine textured and easily suspended in runoff water. Cutbank stability is moderate for slopes less than 35%.

Rawhide Creek flows through and adjacent to the project area. The creek is perennial and flows into the E.W.E.B. canal just east of Walterville, Oregon. In recent years, the creek washed out the existing road at two log culverts and this road has been impassible ever since. There are no other water features (wetlands, seeps, springs) in the project area.

Field reconnaissance of the project area did not indicate that excessive sediment was being transported in the stream, or that water temperature was a problem.

Rawhide Creek has not been identified by the Department of Environmental Quality as having problems with water quality. No water quality sampling or monitoring has taken place on this stream to date, and none is planned in the foreseeable future.

3.6 Fisheries

Rawhide Creek flows into the Walterville Canal and is not accessible to spring chinook salmon or bull trout. The project area is about 1.5 miles from the canal. The portion of stream adjacent to the project area is used by cutthroat trout. Habitats here are well defined and large wood is abundant.

3.7 Transportation System

The portion of Road 17-1-22 up to the private gate from the south is private road control. BLM controls Segment B of Road 17-1-22 starting at the section line between Sections 15 and 22. There are 3,210 feet in length from the private gate up to the junction of Roads 17-1-22 and 17-1-15.1.

The current road density in this section is approximately 3.3 miles/square mile. Field work to support a transportation management plan for the McKenzie watershed was recently completed (Spring 2000). However, environmental analysis or a long range road restoration plan for this watershed has not yet been initiated.

4.0 Environmental Consequences

This incorporates the analysis of cumulative effects in the *USDA, Forest Service and the USDA, Bureau of Land Management Final Supplemental Environmental Impact Statement on Management of Habitat for Late-Successional and Old-Growth Related Species Within the Range of the Northern Spotted Owl*, February, 1994, (Chapters 3 &4) and the *Eugene District Proposed RMP/EIS*, November, 1994 (Chapter 4). None of the alternatives in this Proposed Action would have cumulative effects on resources beyond those analyzed in the documents. The following analysis has a cumulative effects section that supplements those analyzed in the above documents, and provides site-specific information and analysis particular to the alternatives considered here. **Aquatic Conservation Objectives are listed in Appendix 1.**

4.1 Alternative I - No Action

4.1.1 Issue # 1 - Road Construction Impacts on Water quality

4.1.1.1 Soils, Water Quality, and Fisheries

Direct Effects: Minor erosion would continue for the next few years at the two washed out stream crossings on Road 17-1-22. Small amounts of sediment would be directly transported into Rawhide Creek at those locations until the banks are naturally revegetated. No long-term

direct effects are anticipated.

Indirect Effects: The segment of road rendered impassible by the washed out stream crossings would continue to route surface water and road generated sediment directly to Rawhide Creek. The absence of crossdrains or any other drainage relief features creates over 400 feet of continuous flowpath for sediment. Average annual sediment delivery was modeled for this segment using the USFS WEPP (Water Erosion Prediction Program, Drain). Relative numbers indicate that this segment currently delivers 2 or 3 times more sediment to Rawhide Creek than would the proposed new construction (graveled with cross drains every 400 to 500 feet). Resident cutthroat trout would continue to be indirectly adversely affected from sediment entering the stream.

Cumulative Effects: The opportunity to stabilize the eroded section of Road 17-1-22 would be postponed indefinitely. Cutthroat trout would not have any cumulative effects over the long term because the banks at the washed out stream crossings would stabilize within a year.

Irreversible or Irrecoverable Effects: None.

4.1.2 Issue # 2 - Road Construction Impacts on Threatened & Endangered Species

4.1.2.1 Fisheries

No T&E fish are in Rawhide Creek or have access to it as well as any of the adjacent tributaries.

4.1.2.2 Wildlife

No direct, indirect or cumulative effects would be expected to the Northern Spotted Owl as there would be no change in present conditions.

4.2 Alternative II - Proposed Action Alternative - Reroute Road Segment

4.2.1 Issue # 1 Road Construction Impacts On Water Quality

4.2.1.1 Soils, Water Quality, and Fisheries

Direct Effects: No streams would be directly impacted by the proposed new road construction.

While the new road would be located entirely within the Riparian Reserve of Rawhide Creek, it would be outside the stream influence zone or riparian area.

Closing the segment of road to be bypassed would involve reshaping the stream channel at the washed out

stream crossings. This could result in short-term sedimentation to the creek during excavation work and during the first fall rains. Since the roadbed would be tilled and waterbarred, sediment runoff from the road prism to Rawhide Creek would be reduced as compared to the existing condition. There would be a short-term adverse effect to cutthroat trout as a result of this action.

Indirect Effects: New road construction would create exposed soils prone to erosion, especially the first year after construction. Small amounts of sediment could possibly reach the ditchline of the road and be transported to Rawhide Creek below cross drains and via the ditchline. Closely spaced drainage features (cross drains) would keep the quantity of delivered sediment to a minimum.

Indirect effects to cutthroat trout would be short term sedimentation from restoration work on the existing road at the stream crossings. This situation would rapidly improve with natural vegetation expected to move in at the back-sloped stream bank crossing.

Cumulative Effects: The proposed road reroute and associated closure of the existing road would contribute to long term efforts in the watershed to restore riparian conditions negatively impacted in the past by

road construction. Positive cumulative effects for resident cutthroat trout would result from the 17-1-15 road being fully decommissioned. This would provide an opportunity for the riparian vegetation to re-invade this area thereby providing stability to the decommissioned road bed.

Irreversible or Irrecoverable

Effects: The new construction with graveled surface would result in the irretrievable loss of approximately 0.25 acre of productive soil. Even with tilling, the existing road would never be returned to full productivity. No irreversible or irretrievable effects to water quality are anticipated.

4.2.2 Issue # 2 Road Construction Impacts on Threatened & Endangered Species

4.2.2.1 Fisheries

The proposed action would have no direct, indirect, or cumulative effect because T&E fish species do not have access to Rawhide Creek. Rawhide Creek flows into the Walterville canal which cannot be used by T&E fish species. The nearest T&E fish species to this project area would be in the McKenzie River which is over 6 miles away.

4.2.2.2 Wildlife

The Northern Spotted Owl.

Direct Effects:

Road construction and the removal of 0.25 acre (22 trees) of dispersal habitat would have no effect on spotted owls due to habitat modification since no suitable habitat would be modified and dispersal habitat is not limited in the area. Road construction and related activities would have no effect on spotted owls due to disturbance since no suitable habitat or known owl activity areas would be disturbed.

Indirect Effects:

No indirect effects are anticipated because the amount of habitat change would be too small to measure.

Cumulative:

About 26% (4,900 acres) of the BLM land in this watershed is 40 to 50 year age class. The 22 trees that would be removed as a result of this alternative are approximately 40 years old. No cumulative effects are anticipated because the numbers of trees being removed would not be measurable in this section nor in the watershed. Last harvest action in this section was in 1990, and currently there are no plans in the near future for harvest in this section on public land.

4.3 Alternative III - Reconstruct Existing Road with Low Water Crossings

4.3.1 Issue # 1 Road Construction Impacts On Water Quality

4.3.1.1 Soils, Water Quality, and Fisheries

Direct Effects: Small amounts of sediment could be delivered to Rawhide Creek from vehicles driving through the two low water crossings on the repaired road. No direct effects to resident cutthroat trout.

Indirect Effects: The shaping, gravel additions and the construction of closely spaced drainage features (every 100 feet) would substantially reduce the quantity of sediment delivered to Rawhide Creek as compared to the current condition (No Action Alternative). There would be a short-term indirect negative effect to resident cutthroat trout from the initial flush of sedimentation from the stream crossing construction.

Cumulative Effects: The opportunity to move a segment of road from the active riparian zone of Rawhide Creek would be foregone. This action would not contribute to overall restoration of the road system in the watershed. Resident cutthroat trout would continue to have some negative cumulative effects from the sedimentation, but the effects would be less than the No Action Alternative.

Irreversible and Irretrievable

Effects: Construction of two low water fords in the riparian area would result in a permanent addition of non-native rock to the soils in the streambed and the stream influence zone. No irreversible or irretrievable effects to water quality are anticipated.

4.3.2 Issue # 2 Road Construction Impacts on Threatened & Endangered Species

4.3.2.1. Fisheries

Under this alternative there would be no direct, indirect, or cumulative effect because T&E fish species do not have access to Rawhide Creek. Rawhide creek flows into the Walterville canal which cannot be used by T&E fish species. The nearest T&E fish species to this project area would be in the McKenzie River which is over 6 miles away.

4.3.2.2 Wildlife

The Northern Spotted Owl.

Direct Effects:

Road construction would remove 6-8 individual dispersal habitat trees and would have no effect on spotted owls due to habitat modification since no suitable habitat would be modified and dispersal habitat is not limited in the area. Road construction and related activities would have no effect on spotted owls due to disturbance since no suitable

habitat or known owl activity areas would be disturbed.

Indirect Effects:

No indirect effects are anticipated because the amount of habitat change is too small to measure.

Cumulative:

About 26% (4,900 acres) of the BLM land in this watershed is 40 to 50 year age class. The 6 to 8 tree trees that would be removed as a result of this alternative are approximately 40 years old. No cumulative effects are anticipated because the numbers of trees being removed would not be measurable in this section nor in the watershed. Last harvest action in this section was in 1990, and currently there are no plans in the near future for harvesting.

4.4 Other Environmental Effects - Common To All Action Alternatives

4.4.1 Unaffected Resources

The following either are not present or would not be affected by any of the alternatives: Areas of Critical Environmental Concerns, prime or unique farm lands, flood plains, Native American religious concerns, solid or hazardous wastes, Wild and Scenic Rivers, Wilderness, Minority populations, and low-income populations.

4.4.2 Threatened and Endangered Species

Northern Spotted Owl

Vehicle access on Road 17-1-22 from the south is currently restricted due to a gate near the south boundary of Section 15, approximately 0.3 mile south of the proposed action. Vehicle access from the north would be restricted by constructing a gate at the junction of the 17-1-15.1 and 17-1-22 roads at least 0.25 mile north of the action area. As a result, use of the road would be limited and controlled and the action area would not be accessible for public use. No direct effects to spotted owls are expected due to disturbance because of public use.

Noise disturbance from BPA emergency powerline repairs may affect spotted owls in the future. Emergency repairs are expected to occur rarely, if at all. A frequent cause for repairs is vandalism. The likelihood of repairs due to vandalism would be greatly reduced as a result of the proposed gate construction. Direct effects from emergency repairs would be expected to be short term and localized and are not likely to adversely affect spotted owls.

No suitable habitat currently exists in or within at least 0.5 mile of the proposed alternatives. Habitat within 0.25 mile of the action area is currently limited to 40 to 55-year-old dispersal habitat. Suitable habitat could exist in the future; although this is not expected due to the

anticipated harvest activities and rotation age on BLM GFMA/Matrix and private lands, and BPA vegetation management under the power lines. The potential for disturbance effects would not be expected to occur for at least 20-25 years and would be mitigated by applying seasonal road use stipulations in the future if needed. If suitable habitat or known owl activity does exist in the future, conditions in the granted road use permit would give the BLM authorization to establish use stipulations (e.g., seasonal restrictions) for federally listed/proposed species if warranted. This authorization would include the right to require users to suspend use of the road if their activities may affect federally threatened or endangered listed/proposed species.

The proposed action alternatives were consulted on programmatically in the Programmatic Biological Assessment for Projects with the Potential to Disturb Northern Spotted Owls and/or Bald Eagles in the Willamette Province for FY 2000 and the Willamette Province FY 2000 Habitat Modification Biological Assessment for Effects to Northern Spotted Owls and Northern Bald Eagles.

Private lands within a 1/4 township of the proposed alternatives currently provide dispersal and suitable habitats for spotted owls. It is likely that these habitats will continue to be removed by future actions on these lands.

4.4.2 Wetlands

Since no ground disturbing activities would occur in meadows and wetlands, the hydrology in these sensitive areas would be maintained in the current condition, and the intent of ACS Objective #7 would be met.

4.4.3 Cultural Resources

No cultural resources are known to exist in the proposed project area.

4.4.4 American Indian Rights

No impacts on American Indian social, economic, or subsistence rights are anticipated. No impacts are anticipated on the American Indian Religious Freedom Act.

4.4.5 Aquatic Conservation Objectives

All action alternatives meet the maintain or restore criteria listed in Appendix 1. The Proposed Action (Alternative II) would maintain or restore to a more productive state, wildlife, water quality, and soils. This action would happen on the old existing road (17-1-15) paralleling Rawhide Creek which would result in it being subsoiled, and blocked.

Alternative III would utilize the existing road by altering the existing stream crossing called a low water crossing. This action would maintain the values of the ACS Objectives by having no new road construction, and implementing a low water crossing armored with large rock so as to avoid future sedimentation problems.

5.0 List of Agencies and Persons Consulted

This Environmental Analysis is being mailed to the following members of the public and organizations that have requested to be on the mailing list:

John Bianco
Oregon DEQ
Jim Goodpasture
Pam Hewitt
Charles & Reida Kimmel
Lane County Land Management
Carol Logan
Oregon Dept of Fish & Wildlife
Oregon Dept of Forestry
Oregon Natural Resources Council
The Pacific Rivers Council
John Poynter
Leroy Pruitt
Roseburg Forest Products
Peter Saraceno
Harold Schroeder
Sierra Club - Many Rivers Group
Swanson Superior Forest Products Inc
Craig Tupper
Governor's Forest Planning Team
Jan Wroncy
Ann Mathews
American Lands Alliance
Kris and John Ward
Sondra Zemansky
Robert P Davison

6.0 List of Preparers

THE INTERDISCIPLINARY TEAM

Each member has reviewed this EA and concurs with its contents.

NAME	TITLE	RESOURCE/DISCIPLINE
Rudy Wiedenbeck	Soil Scientist	Soils
Kris Ward	Hydrologist	Water Resources
Dave Mattson	Engineer	Roads/Transportation
Michael Southard	Archaeologist	Cultural Resources
Cheshire Mayrsohn	Botanist	Botany
Mike Blow	Wildlife Biologist	Wildlife Habitat
Karen Martin	Fisheries Biologist	Fisheries
Don Wilbur	Natural Res. Spec.	Team Lead / Writer

Appendix 1

Aquatic Conservation Strategy Objectives

Forest Service and BLM-administered lands within the range of the Northern Spotted Owl will be managed to:

- 1. Maintain and restore the distribution, diversity, and complexity of watershed and landscape-scale features to ensure protection of the aquatic systems to which species, populations and communities are uniquely adapted.**
- 2. Maintain and restore spatial and temporal connectivity within and between watersheds. Lateral, longitudinal, and drainage network connections include floodplains, wetlands, upslope areas, headwater tributaries, and intact refugia. These network connections must provide chemically and physically unobstructed routes to areas critical for fulfilling life history requirements of aquatic and riparian-dependent species.**
- 3. Maintain and restore the physical integrity of the aquatic system, including shorelines, banks, and bottom configurations.**
- 4. Maintain and restore water quality necessary to support healthy riparian, aquatic, and wetland ecosystems. Water quality must remain within the range that maintains the biological, physical, and chemical integrity of the system and benefits survival, growth, reproduction, and migration of individuals composing aquatic and riparian communities.**
- 5. Maintain and restore the sediment regime under which aquatic ecosystems evolved. Elements of the sediment regime include the timing, volume, rate, and character of sediment input, storage, and transport. Maintain and restore in-stream flows sufficient to create and sustain riparian, aquatic, and wetland habitats and to retain patterns of sediment, nutrient, and wood routing. The timing, magnitude, duration, and spatial distribution of peak, high, and low flows must be protected.**
- 6. Maintain and restore the timing, variability, and duration of floodplain inundation and water table elevation in meadows and wetlands.**
- 7. Maintain and restore the species composition and structural diversity of plant communities in riparian areas and wetlands to provide adequate summer and winter thermal regulation, nutrient filtering, appropriate rates of surface erosion, bank erosion, and channel migration and to supply amounts and distributions of coarse woody debris sufficient to sustain physical complexity and stability.**
- 8. Maintain and restore habitat to support well-distributed populations of native plant, invertebrate, and vertebrate riparian-dependent species.**

Preliminary Finding of No Significant Impact

Proposal To Reserve A Federal Land Policy Management Act Right-of-Way To Bonneville Power Administration For Road Access To An Existing Power Line Corridor

EA OR 090-00-19

The Interdisciplinary Team for the McKenzie Resource Area, Eugene District, Bureau of Land Management has completed an Environmental Assessment (EA) and analyzed a proposal from Bonneville Power Administration (BPA) to obtain permanent access to an existing power corridor constructed over BLM Land. The analysis looked at two action alternatives; (1) Constructing a new access road approximately 900 feet in length, or (2) reopening an existing road which had been closed since 1995 because of failing log culverts.

Design features of the Proposed Action and Alternatives are described in the attached Environmental Assessment titled "A Proposal to Reserve A Federal Land Policy Management Act Right-of-Way to Bonneville Power Administration For Road Access to an Existing Power line Corridor" (OR 090-EA-00-19). Anticipated impacts to the environment will not be significant. The Proposed Action and Alternatives are in conformance with the *Record of Decision for Amendments to Forest Service and Bureau of Land Management Planning Documents Within the Range of the Northern Spotted Owl* (April 1994), and the *Eugene District Record of Decision and Resource Management Plan* (May 1995).

The anticipated environmental effects contained in this EA are based on research, professional judgement, and experience of the Interdisciplinary (ID) team and Eugene District Resources staff. No significant adverse impacts are expected to (1) Threatened or Endangered species, (2) Flood plains or Wetlands/Riparian areas, (3) Wilderness Values, (4) Areas of Critical Environmental Concern, (5) Cultural Resources, (6) Prime or unique Farmland, (7) Wild and Scenic Rivers, (8) Air Quality, (9) Native American Religious Concerns, (10) Hazardous or Solid Waste, or (11) Water Quality.

DETERMINATION

On the basis of information contained in the EA, and all other information available to me, it is my determination that the Alternatives analyzed do not constitute a major Federal action affecting the quality of the human environment. Therefore, a new EIS or supplement to the existing EIS is unnecessary and will not be prepared for this proposal.

Approved by: _____
McKenzie Field Manager

Date: _____

1792A
EA-00-19
BPA EA

May 16, 2000

Concerned Citizen,

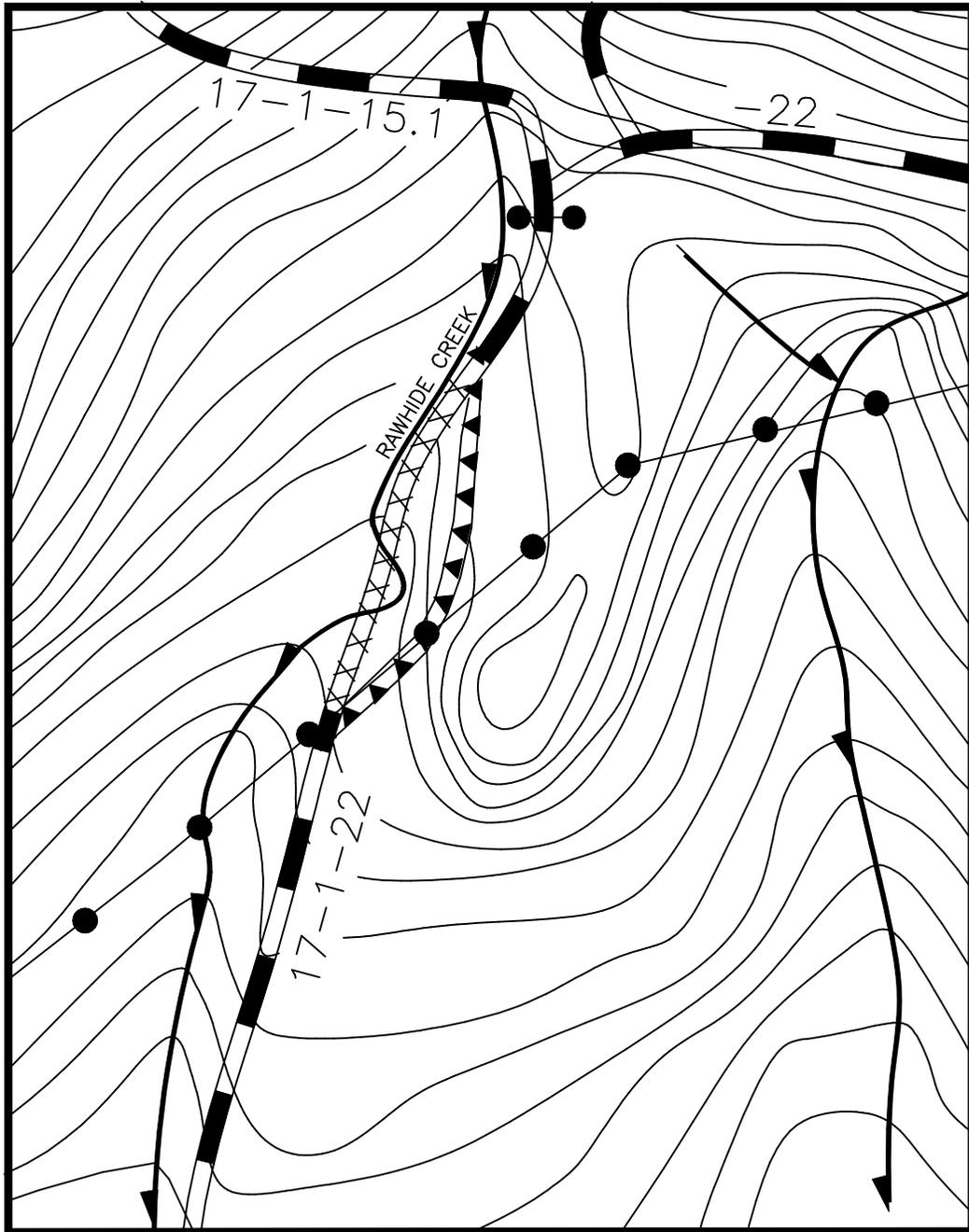
The McKenzie Resource Area of the Eugene District Bureau of Land Management has completed the Environmental Assessment for a request from Bonneville Power Administration (BPA) to obtain permanent access over a new route to an existing powerline corridor constructed over BLM land. This proposal would provide legal vehicle access to the BPA to a portion of the existing powerline they maintain.

You have expressed an interest in receiving copies of Environmental Assessments for district projects. Enclosed is a copy of the Environmental Assessment for your review and any comments. Public notice of this action will be published in the Eugene Register Guard on May 17, 2000. The public comment period will end on June 1, 2000. If you have any questions concerning this proposal, please feel free to call Don Wilbur at 683-6994.

Comments, including names and street addresses of respondents, will be available for public review at the district office, 2890 Chad Drive, Eugene, Oregon during regular business hours (7:45 a.m. to 4:15 p.m.), Monday through Friday, except holidays, and may be published as part of the EA or other related documents. Individual respondents may request confidentiality. If you wish to withhold your name or street address from public review or from disclosure under the Freedom of Information Act, you must state this prominently at the beginning of your written comment. Such requests will be honored to the extent allowed by law. All submissions from organizations or businesses and from individuals identifying themselves as representatives or officials of organizations or businesses, will be made available for public inspection in their entirety.

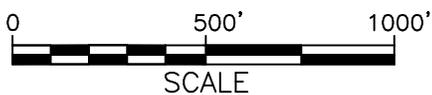
Sincerely,

Emily Rice, Field Manager
McKenzie Resource Area

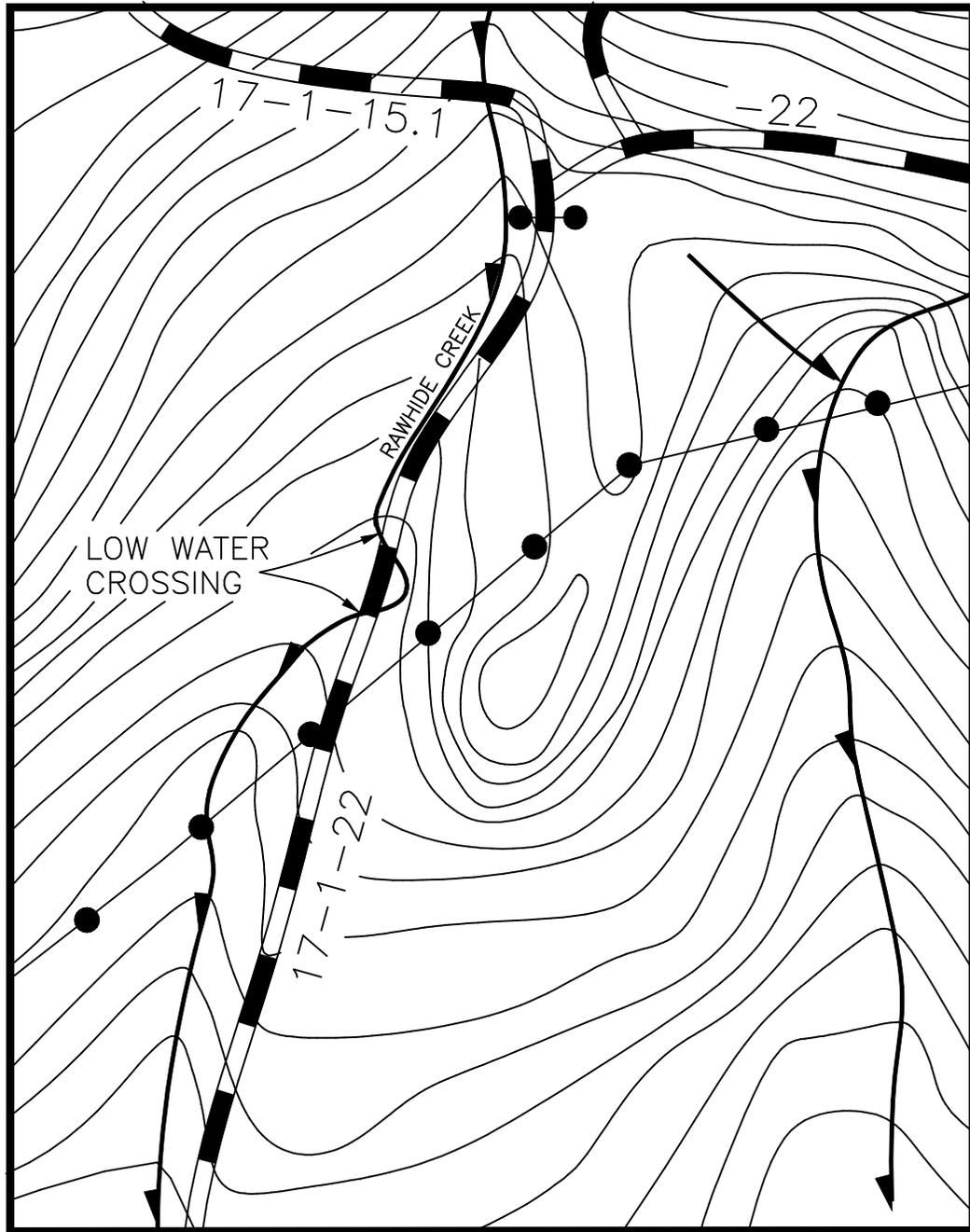


McKENZIE RESOURCE AREA
T. 17S R. 1W S. 15
WILL. MER. LANE CO., OREGON

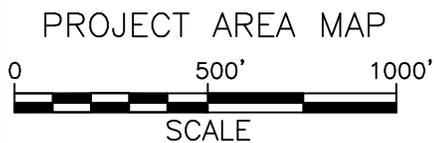
PROJECT AREA MAP



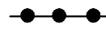
-  ROCK SURFACED ROAD
-  ROAD TILLED AND BLOCKED
-  NEW CONSTRUCTION (ROCKED)
-  PROPOSED GATE
-  POWERLINE
-  STREAM



McKENZIE RESOURCE AREA
T. 17S R. 1W S. 15
WILL. MER. LANE CO., OREGON



PROJECT AREA MAP

-  ROCK SURFACED ROAD
-  PROPOSED GATE
-  POWERLINE
-  STREAM