



# United States Department of the Interior

## BUREAU OF LAND MANAGEMENT

Eugene District Office

2890 Chad Drive

P.O. Box 10226

Eugene, OR 97440-2226

In Reply Refer To:

1792A

EA-01-25

Willamette Ind.

E-946

September 4, 2001

Concerned Citizen,

The McKenzie Resource Area of the Eugene District Bureau of Land Management received a request from Willamette Industries, Inc. to improve Road No. 20-2-3.6 and to acquire legal access for log hauling on Road Nos. 19-2-34 Segment B, 20-2-3.6, 19-2-28 and 19-2-20.1. The road improvement is located in Section 3, T. 20 S., R. 2 W. and the road use request is located in Section 3, T. 20 S., R. 2 W. and Sections 29 and 33, T. 19 S., R. 2 W., W.M. An Environmental Assessment (EA) and Finding of No Significant Impact (FONSI) have been completed for this request.

You have expressed an interest in receiving copies of EAs for district projects. Enclosed is a copy of the EA and FONSI for your review and any comments. Public notice of this proposed action will be published in the Eugene Register Guard on September 5, 2001. The EA will also be available on the internet at <http://www.edo.or.blm.gov/nepa>. The public comment period will end on September 20, 2001. Please submit comments to me at the district office, by mail or by e-mail at [OR090mb@or.blm.gov](mailto:OR090mb@or.blm.gov) by close of business (4:15 p.m.) on or prior to September 20, 2001. If you have any questions concerning this proposal, please feel free to call Trish Wilson at 683-6448.

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,

Jerry Richeson, Acting Field Manager  
McKenzie Resource Area

Enclosure

**McKenzie Resource Area  
BLM Eugene District  
Willamette Industries Permit E - 946 Environmental Assessment  
No. OR 090-EA-01-25**

## **1.0 PURPOSE OF AND NEED FOR ACTION**

### **1.1 Introduction**

The Bureau of Land Management (BLM) received a request from Willamette Industries to improve Road No. 20-2-3.6, and acquire legal access for log hauling on Road Nos. 19-2-34 Seg. B, 20-2-3.6, 19-2-28 and 19-2-20.1. The location of the road improvement proposal is the Bear Creek area: T. 20 S., R. 2 W., Section 3. The location for use of roads is T. 20 S., R. 2 W., Section 3 and T. 19 S., R. 2 W., Sections 29 and 33 (see attached map).

### **1.2 Need For the Proposal and Objectives**

(Objectives are underlined>

The Eugene RMP directs the Eugene BLM to consider new locations for right-of-way projects on a case-by-case basis. Applications may be approved where the applicant can demonstrate that use of an existing route or corridor would not be technically or economically feasible and the proposed project would otherwise be consistent with the RMP and would minimize damage to the environment.

Willamette Industries has legal access to its lands in T. 20 S., R. 2 W., Section 4. However, use of the company's current access would require new road construction of a mile of road and crossing several streams. Using BLM Road No. 20-2-3.6 to access Willamette Industries' land is needed to reduce the amount of road construction and new stream crossings. Road No. 20-2-3.6 has a failed log culvert and is too narrow for vehicle use so road improvement work is needed. Willamette Industries needs legal access for log hauling on the following roads: Road Nos. 19-2-34 Seg. B, 20-2-3.6, 19-2-28 and 19-2-20.1.

#### **Objectives:**

- For Willamette Industries to acquire temporary legal access over existing BLM roads
- For Willamette Industries to improve a road on BLM land
- To minimize the amount of road construction

### **1.3 Conformance**

The proposed action is 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 (ROD)*, and the *Eugene District Record of Decision and Resource Management Plan, June 1995 (Eugene District ROD/RMP)* as amended by the *Record of Decision for Amendments to the Survey and Manage, Protection Buffer, and other Mitigation Measures Standards and Guidelines, USDA Forest Service and USDI Bureau of Land Management January 2001*.

### **1.4 Issues to Be Analyzed**

Scoping by the IDT identified the following issue:

#### **Impacts on Water Quality and Fish**

Improving the road would require widening the road and replacing the failed log culvert. Impacts to water quality would be concerning sedimentation and the impacts of sedimentation to fish (ACS 4,5).

### **1.5 Issues Not Further Analyzed**

Other ACS objectives were not analyzed in this document because they would not be affected by the project due to the project scope and impacts.

### **1.6 Decision To Be Made**

The Decision Maker will decide whether to do road improvements and grant access rights on BLM roads.

## **2.0 ALTERNATIVES INCLUDING THE PROPOSED ACTION**

### **2.1 Alternative No. I - No Action**

Road No. 20-2-3.6 would not be improved (widened & rocked) and the failed log culvert would remain on site. The road berm barricade (trench) on Road No. 19-2-34 Seg. B would remain. BLM would not issue a temporary permit to Willamette Industries. Willamette Industries would probably construct approximately a mile of road on their lands. The new road would cross a major tributary of Bear Creek and several other streams.

### **2.2 Alternative No. II - Proposed Action - Legal Access & road construction on BLM lands**

The proposed action is to improve 201 feet of Road No. 20-2-3.6 and 265 feet of Road No. 19-2-34 Seg. B on BLM lands and to permit hauling on Road Nos. 19-2-28, 19-2-20.1, 20-2-3.6 and 19-2-34 Seg. B. Road No. 20-2-3.6 improvement would include the following:

- replace the failed logged culvert.
- widen the road to 16 feet, removing 15 - 20 trees
- adding 10" of crushed rock to the road

On Road No. 19-2-34 Seg. B, the road berm barricade (trench) would need to be removed and the road grade restored. An estimated 265 feet of Road No. 19-2-34 Seg. B on BLM land would receive 10" of crushed rock.

#### **Project Design Features:**

##### **1. Spotted Owls:**

Consistent with programmatic consultation standards issued by the U.S. Fish and Wildlife Service, Reasonable and Prudent Measures to minimize disturbance to spotted owl pairs and their progeny would be applied to actions on BLM lands. These measures (Implementation Standards) would be applied during the critical nesting period (March 1-July 15) and may be waived or extended by the Area wildlife biologist based on survey information regarding occupation and nesting activity. The following actions could not occur from March 1 - July 15:

- Both road improvement/fill actions,
- Gate construction (if occurs on BLM land),
- Hauling along BLM roads within the eastern hauling route that accesses the harvest unit in T. 20 S., R. 2 W., Section 4 (when the route is within T. 20 S., R. 2 W., Section 3 and T. 19 S., R. 2 W., Section 3), and
- Any other noise producing activities (above ambient levels) on BLM lands in the north half of T. 20 S., R. 2 W., Section 3 and the east quarter of T. 19 S., R. 2 W., Section 3.

2. The replacement culvert crossing would be sized to accommodate a 100-year flood event. The culvert would be as wide as the channel, if possible, and at the same gradient or slightly greater, if possible. Place rip-rap on the fill material next to the culvert inlet and outlet. Design for the smallest fill possible and maintain vegetation at the margins of the stream channel.
3. Road improvement activities near streams would occur between July 1 and October 15th.
4. A ditchline with relief culverts would be established along the improved portion of road as needed to decrease erosion concerns.
5. If haul occurs during wet weather, road surfaces along the haul route on BLM land would be maintained to decrease sediment input into streams. If necessary, straw bales would be placed downstream of culverts at live stream crossings.
6. Right-of-way permits granted as a result of this environmental assessment would conform to all implementation standards in the “Willamette Province FY 2002 - 2003 Biological Assessment for Right-of-way Actions.”

### **3.0 Affected Environment**

#### **3.1 Soil and Water Resources**

Road No. 20-2-3.6 crosses a perennial first order stream and the channel width is 12 to 15 inches wide. Road No. 20-2-3.6 has a failing log culvert at that location where the stream flows under the road. The initiation point of the stream is approximately 30 feet uphill from Road No. 20-2-3.6 crossing and it flows at a very gentle gradient (5%) along that reach. Due to the gentle gradient, poorly drained soils support wetland vegetation such as skunk cabbage and sedges.

#### **3.2 Threatened and Endangered and Resident Fish Species**

##### **Bull trout (*Salvelinus confluentus*) - Threatened**

Bull trout are not located in the Coast Fork Willamette Watershed.

##### **Spring chinook salmon (*Oncorhynchus tshawytscha*) - Threatened**

Spring chinook salmon are not located in the Bear Creek Watershed. The closest population is located approximately 6 miles downstream from the proposed road improvement activities in the mainstem Coast Fork Willamette River. Spring chinook habitat is located 3.5 miles downstream from the proposed crossing of Bear Creek along the haul route.

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##### **Resident Fish**

Resident cutthroat trout are located approximately 1.5 miles downstream from the proposed road improvement activities. The haul route crosses a cutthroat bearing stream in one location.

#### **3.3 Threatened and Endangered Wildlife Species**

##### **Northern Spotted Owl (*Strix occidentalis caurina*)**

In addition to the actions on BLM lands, Willamette Industries would clear cut two areas. The two harvest areas both contain 45 year old mixed conifer forests and consist of 45 acres in T. 20 S., R. 2 W., Sec. 4 and 25 acres in T. 19 S., R. 2 W., Sec 32.

All habitat modifying actions (road renovations and timber harvests) on BLM and Willamette Industries' lands would remove owl dispersal habitat only. No suitable owl nesting habitat would be removed or designated Critical Habitat affected by any of the actions. Suitable nesting habitat and one existing owl site, with its recent activity core (since 1996) exist within 0.25 mile of the proposed haul route to the east.

##### **Northern Bald Eagle (*Haliaeetus leucocephalus*)**

No known bald eagle nests or midwinter roosts exist within 1.0 mile of the BLM or Willamette

Industries actions. The area is not considered nesting habitat for eagles because it is greater than 1.5 mile from the nearest forage resource, Dexter Reservoir and the Middle Fork of the Willamette River, which are over 6 miles to the east. Therefore, bald eagles would not be analyzed in this document.

### **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**

Required pre-disturbance surveys were conducted and no individuals were found. Therefore, Survey and Manage Species will not be further analyzed in this document.

### **3.5 Vegetation**

The stand is a second-growth stand approximately 45 years old. This is a closed-canopy stand with very little understory or ground vegetation.

## 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.

### 4.1 Alternative I - No Action

#### Impacts on Water Quality and T&E and Resident Fish

##### *Direct and Indirect Effects*

No direct effects to water quality or fish populations or habitat are anticipated on the BLM lands as a result of implementing this alternative. Indirect effects could include further deterioration of the failing log culvert on Road No. 20-2-3.6 and erosion of the native road surface, which could result in short term sedimentation of the stream.

##### *Cumulative Effects*

New road construction on private land would occur and several streams would be crossed to reach the landing including a major tributary to Bear Creek. As a result, there would be a greater potential for short term sediment delivery to those streams during the construction and hauling phase, and possible sediment routing from the road to the streams if maintenance is not routinely performed. More sediment is likely to be generated from this alternative than Alternative II. Resident fish would be more likely to be impacted by sediment input on non-BLM lands with this alternative. In addition, this alternative would have more potential to negatively impact spring chinook salmon and their habitat.

On BLM land, repair of a failing stream crossing would either not occur or be postponed until another time. As compared to the Proposed Action, implementation of this alternative would result in more ground disturbance and stream interaction with the new road constructed on private land.

## **4.2 Alternative II - Proposed Action**

### **Impacts on Water Quality and T & E and Resident Fish**

#### *Direct and Indirect Effects*

Road improvement on Road No. 20-2-3.6 would result in short term sedimentation to the stream as the failing log culvert is removed and excavation work is conducted to install a new properly sized culvert. Road improvement activities would occur between July 1 and October 15 to reduce sediment input. In the long term, the potential for sedimentation would be reduced because the stream crossing would be properly sized and functioning, and the road would be surfaced with aggregate to reduce erosion and maintain water quality.

Resident fish are located approximately 1.5 miles below the road improvement proposed on Road No. 20-2-3.6. Impacts to resident fish due to sedimentation are unlikely as the road crossing is located near the headwaters with a very flat gradient downstream of the project location and very little flow. Road No. 19-2-34 Seg. B is a ridgetop road and would thus have minimal effects to water quality or fish. The proposed road improvement activities would have no effect on spring chinook salmon habitat, located approximately 6 miles downstream.

Hauling to occur as part of the proposed project would result in short term sedimentation at the Bear Creek stream crossing. Implementation of the design features would minimize effects to nearby resident trout. Spring chinook salmon are located 3.5 miles downstream of this stream crossing. Due to the distance between this proposed activity as well as the low gradient reaches downstream, there would be no effect to spring chinook salmon or their habitat.

#### *Cumulative Effects*

This action, in conjunction with other road repair work in the watershed would result in an improved condition of stream channels and water quality because erosion at stream crossings and surface runoff along roads would be reduced.

## **4.3 Other Environmental Effects**

### **4.3.1 Unaffected Resources**

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

### 4.3.2 Nonnative Species

There is scotch broom along the haul route and a small amount at the intersection of Road No. 20-2-3.6 and 19-2-34. The seed bed would be disturbed with the road improvement activities but it is probably shady enough so that the Scotch broom would not spread. Log Hauling is not expected to spread the scotch broom.

### 4.3.3 Northern Spotted Owl

#### *Direct and indirect effects*

Under **Alternative I** - No Action, there would be no direct or indirect effects from actions on BLM land.

For **Alternative II**, Direct and indirect effects to owls as a result of actions on BLM lands would be limited to the removal of no more than 15 - 20 trees during road improvement. These trees are constituents of the surrounding dispersal habitat and not considered likely to be used for nesting. No disturbance to owls during the critical nesting season would occur due to actions on BLM lands.

#### *Cumulative Effects*

For both alternatives, cumulative effects to owls as a result of actions on Willamette Industries' lands would include the removal of 70 acres of dispersal habitat, which is not limited in the area; and *potential* disturbance to owls or their progeny during the nesting season. Under **Alternative I**, Willamette Industries would likely construct about a mile of road removing dispersal habitat. It is possible that actions on Willamette Industries lands could occur during the critical nesting season for spotted owls.

Current and future projects across the checkerboard pattern of BLM and private lands within the watershed could affect spotted owls or their habitat at all scales, but are not expected to negatively affect the recovery of the species across its range.

## **5.0 List of Agencies Consulted and Persons Involved**

### **5.1 Agencies Consulted**

#### U.S. Fish & Wildlife Service - Northern Spotted Owl

BLM actions would conform to all standards in the *Willamette Province FY 2002-2003 Biological Assessment for Right-of-Way Actions* including:

Under the issued short term permit (3 yrs.), the BLM would retain discretion to exercise its existing authorities to evaluate, manage and protect federally listed (threatened or endangered) species resulting from actions on BLM lands.

Willamette Industries is responsible for any required consultation with U.S. Fish & Wildlife Service regarding actions on their lands.

#### National Marine Fisheries Service - Spring Chinook

Due to the location of the proposed project, there would be no effect to spring chinook salmon or their habitat (See discussion under 4.2) or essential fish habitat due to actions that would occur on BLM Land. Therefore, consultation with the National Marine Fisheries Service (NMFS) is not necessary. Consultation is not required with the NMFS on the private actions associated with this project as Willamette Industries has demonstrated a way to access its lands without crossing Federal Lands (See discussion under 4.1). This access route would have more potential to negatively impact spring chinook salmon and their habitat than the proposed action.

### **5.2 Persons Involved**

This Environmental Analysis is being mailed to the following members of the public:

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

Sondra Zemansky  
Robert P Davison  
Tom Stave, U of O Library  
John Muir Project  
James Johnston  
Scott Lucas

## 6.0 List of Preparers

### THE INTERDISCIPLINARY TEAM

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

<b>NAME</b>	<b>TITLE</b>	<b>RESOURCE/DISCIPLINE</b>
Kris Ward	Hydrologist	Water and Soils
Mike Blow	Wildlife Biologist	Wildlife
Cheshire Mayroshn	Botanist	Botany
Nikki Swanson	Fish Biologist	Fisheries
Jerry Chrostek	Civil Engineering Technician	Road-rights-of-ways
Trish Wilson	Planner	Team Leader/EA writer

The Finding of No Significant Impact (FONSI) is not a decision document. Its purpose is to state that the actions proposed do not have a significant effect on the environment and that an EIS is not needed according to information contained in the EA and other available information. The unsigned FONSI is sent out with the EA to let you know that we feel that our actions do not warrant an EIS.

**Finding of No Significant Impact**  
**Willamette Industries Permit E-946 Environmental Assessment**  
**OR 090-01-25**

The Interdisciplinary Team for the McKenzie Resource Area, Eugene District, Bureau of Land Management has completed an Environmental Assessment (EA) and analyzed a proposal to improve Road No. 20-2-3.6, and acquire legal access for log hauling on Road Nos. 19-2-34 Seg. B, 20-2-3.6, 19-2-28 and 19-2-20.1. The location of the road improvement proposal is the Bear Creek area: T. 20 S., R. 2 W., Section 3. The location for use of roads is T. 20 S., R. 2 W., Section 3 and T. 19 S., R. 2 W. Sections 29 and 33.

The proposed action and alternatives are described in the attached Willamette Permit E-946 Environmental Assessment (OR 090-EA-01-25). 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), the *Record of Decision for Amendment to the Survey & Manage, Protection Buffer, and other Mitigation Measures Standards and Guidelines*, February 2001, and the *Eugene District Record of Decision and Resource Management Plan* (June 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.

Approved by:

\_\_\_\_\_  
Field Manager, McKenzie Resource Area

Date: \_\_\_\_\_

