

**Secure Rural Schools and Community Self-Determination Act of 2000  
Public Law 106-393**

**Title II Project Application  
COOS BAY DISTRICT  
Resource Advisory Committee**

**1. Project Number** (Assigned by federal unit): \_\_\_\_\_

<b>2. Project Name:</b> Catching Slough Road Maintenance & Fish Passage Enhancement Project	<b>3. County:</b> Coos
<b>4. Project Sponsor:</b> BLM – Coos Bay District; Coos County Road Department; Coos Watershed Association	<b>5. Date:</b> 5/28/2002
<b>6. Sponsor's Phone Number:</b> 888-5922	
<b>7. Sponsors E-mail:</b> cooswa@harborside.com	

**8. Project Location** (attach project area map): **PLEASE SEE ATTACHED MAP AND PHOTOGRAPHS** (7 pages).

- a. 4<sup>th</sup> Field Watershed Name and HUC #(if known): Coos Subbasin 17100304
- b. 5<sup>th</sup> Field Watershed Name and HUC #(if known): Lower Coos River \ Coos Bay Watershed 1710030404
- c. Legal Location: Township 26 S. Range 12 W. Section(s) 8 Road Fill Failure #1  
                           Township 26 S. Range 12 W. Section(s) 8 Road Fill Failure #2  
                           Township 26 S. Range 12 W. Section(s) 17 Road Fill Failure #3  
                           Township 26 S. Range 12 W. Section(s) 17 Road Fill Failure #4  
                           Township 26 S. Range 12 W. Section(s) 8 Noah Site #1  
                           Township 26 S. Range 12 W. Section(s) 8 Noah Site #2  
                           Township 26 S. Range 12 W. Section(s) 8 Noah Site #3  
                           Township 26 S. Range 12 W. Section(s) 17 Fish Passage #1  
                           Township 26 S. Range 12 W. Section(s) 20, 29 Fish Passage #2  
                           Township 26 S. Range 12 W. Section(s) 29 Fish Passage #3
- d. BLM District: Coos Bay
- e. BLM Resource Area: Umpqua
- f. National Forest
- g. Forest Service District
- h. State / Private / Other lands involved?  Yes  No

**9. Statement of Project Goals and Objectives:**

This is a combined road maintenance and watershed restoration project whose primary goals are to reduce future road maintenance liability as a result of failing fill and deteriorating culverts, and to provide crucial winter rearing habitats for coho salmon spawned on BLM and private lands. This project is designed to implement objectives of the Aquatic Conservation Strategy, as described in the Northwest Forest Plan, including maintaining and restoring water quality, natural instream flows, sediment regimes, and native species. This project supports objectives in the BLM South Fork Coos River Watershed Analysis Aquatic Conservation Strategy to increase spatial and temporal connectivity within watersheds, reduce sediment risk, and provide floodplain inundation and water table elevation (pg. 54).

**10. Project Description:** (Provide concise description of project and attach map.)

This project involves upgrading culverts and fill along Coos County's East and West Catching Slough Roads. There are three primary project components: fixing four fill failures along East Catching Slough Road, replacing/removing three culverts under East Catching Slough Road that are field drains, and replacing/removing four culverts to enhance fish passage. These individual project components are packaged together because they treat an entire road system, leading to economies of scale for cost reductions as well as fish habitat and water quality improvements.

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**Road Fill Failure Remediation.** East Catching Slough Road is notorious for its poor condition, partially as a result of road fill failures at four locations where the road essentially acts as a dike between Catching Slough and adjacent fields. Fill failures have caused cracking and slumping in the pavement which requires frequent asphalt patching (repeated maintenance has resulted in asphalt depths of four to six feet in some places). Road conditions (poor pavement, lack of shoulders, curvy alignment) and proximity to water make East Catching Slough Road one of the most dangerous in the County system. Conditions and treatments are substantially similar, so detailed discussion at all four sites will not be provided.

A total of 740 feet of road fill failure will be remedied by this project component: Site #1 is 150 feet, Site #2 is 300 feet, Site #3 is 140 feet, and Site #4 is 150 feet. The proposed fix for this project component is to remove the existing fill, and drive metal well casing pilings on the channel side of the roadway (pilings to be filled with concrete and placed on 7 foot centers). These pilings will be tied back in bunches of three to six by one inch diameter cable to well casing "deadman" pilings driven on the inland side of the fault causing the cracking, preferably inland of both road lanes. Guardrail steel beams will be used to provide support for the fill between the pilings. The replacement fill will consist of 6 inch rock capped with one inch rock and asphalt. Additional guardrail at the top of the pilings will provide a barrier to prevent vehicles from going into the Slough. Ditch relief culverts will also be replaced or installed at each fill failure remediation site.

The benefits from this project include increased safety for the traveling public, reduced maintenance requirements by the County Road Department, and reduced sediment inputs into Catching Slough from chronic fill slumping. Increased road safety will reduce the likelihood of accidents where vehicles (including logging trucks and fueling vehicles) would enter Catching Slough, with the potential to spill hydrocarbons and other toxic substances. Fish habitat and water quality will benefit from this risk reduction.

The Coos County Road Department expects to complete this project component with its own equipment and personnel. Excavators, front-end loaders, crane-mounted pile driver, and dump trucks will be the primary equipment used to treat the fill failures.

**Culvert Maintenance Upgrades.** This project component involves treating three culverts (Noah Sites #1, #2, and #3) on East Catching Slough Road. One culvert without a tidegate will be removed (Noah Site #1) because its condition (the bottom of the culvert is rusted through) will eventually threaten the road fill, and the small stream draining to this pipe can easily be diverted into the channel draining to Noah Site #2. Two other rusted, leaking culverts will be replaced (Noah Sites #2 and #3) with the existing cast iron tidegates reinstalled. Both culverts are 24 inch in diameter, and 60 feet and 70 feet in length respectively. These culverts drain pastures on the inland side of the road. Because little fish habitat exists upstream, we are not proposing to upgrade the tidegates at these two sites.

Reduction in road maintenance costs at these three locations will be a project benefit. Little useful life remains for these culverts, and replacement as part of this larger road upgrade project will reduce disturbance to the aquatic environment, lessen public inconvenience, placate the upstream landowner whose ability to fully utilize his fields is being compromised by the County's leaking culverts, and reduce potential fill failures resulting from collapsed pipes.

The Coos County Road Department expects to complete this project component with its own equipment and personnel. Excavators, front-end loaders, and dump trucks will be the primary equipment used for this project component.

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**Fish Passage Enhancements.** This project component involves replacing four rusted, leaking County-owned culverts with three new, larger culverts. The Coos Watershed Association, under a Memorandum of Agreement with Coos County, surveyed culverts at these sites in 2001. All culverts were recommended for replacement due to their condition and potential for erosion. This project component was developed to combine both road maintenance improvements with fish passage enhancement. We expect to contract out the work for these sites due to the greater complexity involved with placing larger culverts and the requirement to work within (or possibly through) tidal cycles.

*Fish Passage Site #1* (Perrin) is located along West Catching Slough Road. Presently, there is a 30 inch diameter corrugated metal pipe that is severely deteriorated (the bottom of the culvert is completely gone and the outlet end facing Catching Slough is broken down approximately 30 degrees from horizontal). There is a Waterman brand tidegate attached to the end of the pipe, but the tidegate doesn't fully close because of the bent culvert. The condition of the pipe has necessitated recent asphalt patching at the stream crossing and facilitated creation of a two acre intertidal wetland upstream from the County road. Based on landowner input, we propose to replace the current failed culvert with a 73 inch x 55 inch x 54 foot aluminized pipe-arch with no tidegate. The benefits of this culvert replacement include enhancing access to additional winter rearing habitat for juvenile salmonids, and reducing the fill failure risk associated with a collapsing culvert. From a road maintenance perspective, the existing condition of the culvert is such that an emergency repair is highly likely in the near future. During culvert installation, cracks in the outboard edge of the road south of the stream crossing will be repaired by removing a portion of the fill and replacing this unstable material with angular quarry rock and geotextile fabric.

*Fish Passage Site #2* (Petock) is located along East Catching Slough Road. Currently, two rusted, leaking County-owned culverts, both with tidegates, drain the first large valley north of the Seelander Road / East Catching Slough Road junction. The County is currently working with the landowner and permitting agencies to implement short term repairs to the outlet ends of both culverts. By replacing approximately 10 feet of each culvert on the slough side of the road, the County hopes to slow down the inevitable deterioration of fill associated with water flow through rust-perforated pipes, and minimize tidal action upstream from the County road so that the landowner has a greater ability to manage her pastures. We propose to work with the County and the landowner to eliminate one of the crossings (culvert and tidegate) altogether and redirect all flow to a 60 inch diameter aluminized steel culvert with a "fish-friendlier" aluminum tidegate. A single larger culvert will reduce the number of culverts that the County must maintain and the number of tidegates that the landowner must maintain, and enhance salmonid passage between the slough and one mile of upstream habitat. Secure Rural Schools funding will only be used for the removal and replacement of the County-owned pipes. Additional funding will be secured to redirect upstream flow and enhance stream channel and riparian habitat.

*Fish Passage Site #3* (Messerle/Lone Rock Timber/State of Oregon). An existing 36 inch diameter culvert will be replaced by a 137 inch x 87 inch x 60 foot aluminized steel pipe-arch. The existing culvert is structurally similar to the deteriorating pipes found at Fish Passage Sites #1 and #2 (rust has eaten through the bottom of the culvert). Although the superstructure for a tidegate can still be found near the outlet of the existing culvert, we assume that the gate has been missing for years given the development of an extensive 11 acre wetland upstream from the County road. Replacing the existing culvert with the much larger pipe-arch will further reduce the County's maintenance liability, enhance the exchange of water, wood and nutrients between Catching Slough and the off-channel habitat, and benefit juvenile salmonids by providing unimpeded access between the main channel and intertidal areas critical for rearing.

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**11. Coordination of this project with other related project(s) on adjacent lands?**

Yes  No **If yes, then describe**

The Coos Bay-North Bend Water Board has one existing 19 acre wetland mitigation site immediately north of Fish Passage Site #1 (Perrin), as well as another in planning at Matson Creek across Catching Slough from Fish Passage Site #1. The project components coordinate well with these other projects to enhance fish habitat values, particularly for lower elevation juvenile coho salmon winter rearing habitat. Sediment and toxic spill risk reduction will further benefit juvenile fish, and increase their potential to successfully out migrate.

**12. How does proposed project meet purposes of the Legislation?** [Sec. 203(b)(1)]

- Improves maintenance of existing infrastructure. [Sec. 2(b)]
- Implements stewardship objectives that enhance forest ecosystems. [Sec. 2(b)]
- Restores and improves land health. [Sec. 2(b)]
- Restores water quality. [Sec. 2(b)]

**13. Project Type** (check one) [Sec. 203(b)(1)]

- Road Maintenance [Sec. 2(b)(2)(A)]
- Road Decommission/Obliteration [Sec. 2(b)(2)(A)]
- Other Infrastructure Maintenance (specify): [Sec. 2(b)(2)(A)]
- Soil Productivity Improvement [Sec. 2(b)(2)(B)]
- Watershed Restoration & Mntc. [Sec. 2(b)(2)(D)]
- Fish Habitat Restoration [Sec. 2(b)(2)(E)]
- Reestablish Native Species [Sec. 2(b)(2)(G)]
- Other Project Type (specify) [Sec. 2(b)(2)]
- Trail Maintenance [Sec. 2(b)(2)(A)]
- Trail Obliteration [Sec. 2(b)(2)(A)]
- Forest Health Improvement [Sec. 2(b)(2)(C)]
- Wildlife Habitat Restoration [Sec. 2(b)(2)(E)]
- Control of Noxious Weeds [Sec. 2(b)(2)(F)]

**14. Measure of Project Accomplishments/Expected Outcomes** [Sec. 203(b)(5)]

- a. Total Acres: 13
- b. Total Miles: 1.0
- c. No. Structures: 11
- d. Est. People Reached : See below.
- e. No. Laborer Days: 61
- f. Other (specify): Continues the partnership between the Coos Watershed Association and the Coos County Road Department. We anticipate that public awareness of infrastructure improvement and watershed restoration will increase because the East and West Catching Slough road network is so heavily travelled.

**15. Duration of Project and Estimated Completion Date:** [Sec. 203(b)(2)]

Summer 2003 in-stream work period (July 1 to September 15<sup>th</sup>).

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**16. Target Species Benefited: (if applicable)**

The primary target species for these projects is coho salmon, especially their juvenile life stage. Other salmonids that will likely benefit from the project are Chinook salmon, steelhead, and sea-run and resident cutthroat trout. Amphibians will benefit from increased connectivity between Catching Slough and adjacent wetlands. All aquatic species will benefit from reduced sediment and toxic spill risks.

**17. How will cooperative relationships among people that use federal lands be improved? [Sec. 2(b)(3)]**

This project will continue relationships between the Coos Watershed Association, the Coos Bay District BLM, Coos County, and local residents. Based on past experience, residents in the Catching Slough area will have increased receptivity towards watershed restoration projects on their lands once they see how well cooperative efforts between the Watershed Association and the County benefit shared infrastructure. This in turn will benefit users of Federal lands through an increased knowledge about the relationship between infrastructure improvements and watershed restoration, including benefits to fish habitat and water quality.

**18. How is this project in the best public interest? [Sec. 203(b)(7)] Identify benefits to communities.**

This project is being initiated through the cooperative efforts of the Coos Watershed Association and the Coos County Road Department. This project is considered to be in the best public interest because it contributes positively toward maintaining and enhancing water quality and fish and wildlife habitat for both current and future generations of Federal land users. Additionally, implementation of the project will benefit the community by providing local employment opportunities, and allowing County road funds to be expended on other needed projects.

**19. How does project benefit federal lands/resources?**

This project will benefit Federal lands and resources by providing additional juvenile coho salmon rearing habitat for adults which spawn on BLM managed lands in the upper watershed. Additionally, the project will contribute to coho salmon recovery in the entire Coos watershed, thus assisting in coho recovery on Federal lands within the Gene Conservation Group (GCG), the accounting unit used to determine whether ESA recovery goals are met.

**20. Status of Project Planning**

- a. NEPA Complete: Yes No  
If no, give est. date of completion: May, 2003
- c. NMFS Sec. 7 ESA Consultation Complete: Yes No
- d. USFWS Sec. 7 ESA Consultation Complete: Yes No
- e. Survey & Manage Complete: Yes No Not Applicable
- f. DSL/ODFW\* Permits for In-stream Work Obtained: Yes No Not Applicable
- g. DSL/COE\* 404 Fill/Removal Permit Obtained: Yes No Not Applicable
- h. SHPO\* Concurrence Received: Yes No Not Applicable
- i. Project Design(s) Completed: Yes No

\* DSL = Dept. of State Lands, ODFW = Oregon Dept. of Fish and Wildlife, COE = Army Corps of Engineers, SHPO = State Historic Preservation Officer

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**21. Proposed Method(s) of Accomplishment**

- Contract Federal Workforce  
County Workforce Volunteers  
Other (specify):

**22. Will the Project Generate Merchantable Materials?** [Sec. 204(e)(3)]

- Yes No

**23. Anticipated Project Costs** [Sec. 203(b)(3)]

- a. Total County Title II Funds Requested: \$  
 b. Is this a multi-year funding request? Yes No If yes, then display by fiscal year  
 c. FY02 Request: f. FY05 Request:  
 d. FY03 Request: g. FY06 Request:  
 e. FY04 Request:

**Table 1. Project Cost Analysis**

Item	<i>Column A</i> <b>Fed. Agency Appropriated Contribution</b> [Sec. 203(b)(4)]	<i>Column B</i> <b>Requested County Title II Contribution</b> [Sec. 203(b)(4)]	<i>Column C</i> <b>Other Contributions</b> [Sec. 203(b)(4)]	<i>Column D</i> <b>Total Available Funds</b>
24. Project Development*				
25. Contracted Services & Materials				
26. Monitoring (Fish Passage)				
27. Administration (Fish Passage)				
<b>28. Total Cost Estimate</b>				

\* Project Development includes project design.

Cost estimates were provided by the Coos County Road Department and Don Porior, Porior Engineering.

**29. Identify Source(s) of Other Funding for Project Identified Above** [Sec. 203(b)(4)]

We are requesting that Secure Rural Schools funding be used to cover all expenses related to the road fill failure remediation (Road Fill Failures #1, #2, #3, and #4) and culvert maintenance upgrade portions of the project (Noah Sites #1, #2, and #3), including the road fill repair at Fish Passage Site #1 (Perrin). Twenty-five percent Secure Rural Schools funding will be leveraged against 75% other sources funding for the fish passage portion of the project (Fish Passage Sites #1, #2, and #3). Other funding sources include the Oregon Watershed Enhancement Board, Oregon Department of Fish and Wildlife, and the U.S. Fish and Wildlife Service.

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**30. Monitoring Plan** [Sec. 203(b)(6)]

- a. What measures or evaluations will be made to determine how well the proposed project meets the desired ecological conditions? [Sec. 203(b)(6)] Who will be responsible for this monitoring item?**

**Coos County Road Department** – Department personnel will be responsible for implementation and effectiveness monitoring connected with the road fill failure remediation and culvert maintenance upgrade portions of the project. Periodic visual inspection throughout the year and after major storm events will be coupled with pre- and post project photodocumentation and landowner feedback to assess the long term effectiveness of the project. All culvert and fill upgrades will be entered into the Coos County Road Department’s Integrated Road Information System database to facilitate project reporting and future planning.

**Coos Watershed Association** – Association personnel will be responsible for implementation and effectiveness monitoring connected with the fish passage enhancement portion of the project. The Association will work with participating landowners and ODFW to sample juvenile and adult fish populations upstream from the new culverts, and document habitat changes associated with placing larger culverts lower in the road fill. Association personnel and the design engineer will periodically inspect the work sites and report lessons learned and recommendations for more effective implementation to all granting entities. Upon request, the Association will prepare a presentation for the RAC detailing all work contained in this proposal.

- b. How will the project be evaluated to determine how well the proposed project contributes towards local employment and/or training opportunities, including summer youth jobs programs such as the Youth Conservation Corps? [Sec. 203(b)(6)] Who will be responsible for this monitoring item?**

**Coos Watershed Association** – The final report that the Association prepares for the U.S. Fish and Wildlife Service will be made available to all project partners. This report details the number of workers employed, employment duration, wages and benefits per hour, and training opportunities.

- c. What methods and measures of evaluation will be established to determine how well the proposed project improves the use of, or added value to, any products removed from federal lands consistent with the purposes of this Act? [Sec. 203(b)(6) and Sec. 204(e)(3)] Who will be responsible for this monitoring item?**

Not Applicable.

- d. Identify total funding needed to carry out specified monitoring tasks.**

Amount: \$1,500 (less than 10% for supplies to conduct monitoring and generate reports, remaining balance for wages).