

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
MEDFORD DISTRICT

EA COVER SHEET

EA Addendum - 8/2/01

Resource Area: Glendale

EA #OR 011-01-38

Project: Soukow Project Area Environmental Assessment

Location: T32S, R7W, Sections 19,20,28,29,30,32, & 33

T32S, RSW, Sections 25 & 36

T33S, R7W, Sections 3,8, & 9

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Soukow Project Area EA
EA# OR 110-10-38
Addendum

August 2, 2001

The purpose of this addendum is to add roads into the environmental assessment that were inadvertently left out of the original document. In addition, because one of these roads has a bridge that was recently damaged, this addendum will be the forum to present the description of the action to replace the stream crossing and analysis of impacts. Page numbers listed in this addendum refer to the relevant locations in the EA document.

II. Table 2. Proposed road management in the Soukow Project Area. (p. 22)

Add the following road numbers to Table 2 for each alternative:

<u>Road. #</u>	<u>Name</u>	<u>Miles</u>	<u>Action</u>
33-7-3.1	Perkins Creek Spur	0.42	REN
33-7-8	Quarry Tie	0.59	REN
32-7-19	Skull Creek	0.35	REN
32-7-20	Brandt Crossing	4.89	REN
32-7-19.7	Neck	0.64	REN
32-7-19.2	Skull Creek Long Spur	0.18	REN
32-8-36	Dollar Skull	2.52	REN; Remove damaged stream crossing and replace with temporary 24" CMP
33-7-32	Rock Creek	0.70	REN

Delete the following road for each alternative:

32-7-32	Private	0.66	REN/DI
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IV. Proposed Action and Alternatives

Project Design Features for Alternative 4 - the Preferred Alternative (p. 35)

Add the following project design features:

The permanent crossing structure would be aligned with the stream to minimize erosion at both ends. Rip-rap would be placed on adjacent stream slopes where scouring might occur.

The permanent stream crossing structure would be designed to pass aquatic species under virtually all streamflow conditions.

Fill material over the temporary culvert would consist of washed river rock and crushed rock,

bottom to top, respectively.

Minimize cutting of riparian vegetation at the construction site.

The re-established roadway over the culvert would be resurfaced with crushed rock material to maintain a stable subgrade in the vicinity of the stream area.

Road approaches to the crossing would be rocked to minimize sediment movement into the stream.

Absorbent spill containment booms are to be placed downstream of the project area when water is flowing during construction.

Contaminated soils as a result of equipment failure or human error would be removed from the site and disposed of in an approved site.

All required Survey and Manage surveys required by the Survey and Manage, and Protection Buffer FSEIS would be conducted before habitat disturbing activities are implemented. Species would be protected according to the Management Recommendations for species under the FSEIS.

Surveys for Special Status plants would occur during the bloom period prior to ground disturbing activity.

A. Alternative 4 - the Preferred Alternative (p. 35)

Add: "A log stringer bridge over Skull Creek Road, Road # 32-8-36 (MP 1.07 from the junction of Road # 32-7-19 and # 32-7-19.01), has partially collapsed, leaving less than one foot clearance between the bottom of the bridge and the stream during winter. This situation makes it very likely that the structure will wash out if wood floats downstream and lodges against the upstream side of the bridge opening. Under such a scenario, Skull Creek would be forced out of its channel, flow down the road for several hundred yards, cause significant erosion and deliver a large quantity of sediment to Skull Creek.

The log stringer bridge would be removed and replaced in two phases using a backhoe and/or excavator, at first with a temporary low water crossing structure using a 24-inch diameter culvert with a washed rock backfill, and later with a permanent structure. The in-stream work would take approximately one day for the temporary structure and no more than one month for the permanent structure. Work related vehicles and equipment would be parked on the existing roadway or existing turnouts. No equipment would be parked in the stream.

The culvert would be used during the summer to keep vehicular traffic out of the stream when pollutants could be concentrated during the low flow period. The stream would be allowed to freely flow in the channel during winter months. When funding comes available within the next

four years, a large permanent crossing structure would be installed. The road prism on the west side of the stream would be raised several feet in order to accommodate the height of the structure, which would increase the fill widths of the road less than 5 feet on each side for approximately 30 feet in length. Both road approaches to the crossing would be rocked in each construction phase. Other appropriate best management practices would be applied.”

V. Environmental Impacts

A. Direct and Indirect Effects of the Proposed Action Alternatives

1. Watershed Functioning

Water Quality

Replacing the log stringer bridge in Alternative 4, with a permanent crossing structure would help ensure that the stream remains in its channel during peak winter streamflows and would also prevent the road from washing out and contributing a large quantity of sediment to Skull Creek. The structure would also maintain the natural stream gradient and streambed substrate, pass the theoretical 100 year flood and in the process, allow adult salmon, steelhead, and other aquatic species access past the road crossing under most flow conditions.

Feeding success of juvenile coho, steelhead, and some other aquatic species could be impaired for several hours at a time over several days due to stream turbidity during construction of both the low water, and the permanent crossing structure. Some organisms would likely be killed by construction equipment. There would be adverse effects of sedimentation on aquatic insect and algal production for a short distance (e.g., 100 yards) downstream of the construction site until peak flows flush sediment from the substrate; adverse effects would diminish with increasing distance downstream. Vehicular access to the road on the east side of the stream may be cut off during portions of the winter and spring when flows are highest. Alternate access from the Bonnie Creek Road system would still be available.

The Oregon Department of Environmental Quality has identified Skull Creek as water quality limited for temperature. The proposed action would not increase water temperature since the project would not remove enough shading to affect water temperatures.

4) Special Status Species and Their Habitats; and Late-Successional Habitat

Wildlife (p. 47)

In Alternative 4, the bridge removal and culvert installation on Rd #32-8-36 would produce short-term noise disturbance but activities will not occur during the nesting season of March 1 to June 30, and therefore will not adversely affect the adjacent northern spotted owl nest site. Currently, there is one northern spotted owl site near the work site.

Add: **Fisheries and Aquatic Habitat** (p. 47)

The proposed culvert in Alternative 4 is located within an area that has been designated Essential Fish Habitat for coho salmon (Magnuson - Stevens Act). The project is unlikely to adversely affect Essential Fish Habitat for coho salmon.

Although removing the log stringer bridge in Alternative 4, and replacing it first with a temporary culvert and later with a permanent crossing structure, could degrade fish habitat for a short distance (e.g. 100 yards) downstream of the road crossing, impacts would be short term (less than one year) and would not be measurable at the project scale. All appropriate best management practices (Medford BLM RMP Supplement for Culvert Installation) and Reasonable and Prudent Measures #2 and #13 (NMFS Programmatic Biological Opinion, July 12, 2001) would be implemented. All watershed and habitat indicators in the National Marine Fisheries Service Matrix of Pathway Indicators Checklist would be maintained in the long term at the sixth-field (Dads/Skull Creek) and fifth-field watershed scales (Middle Cow Creek). This project is consistent with pertinent ACS objectives # 2,3,4,5,8 and 9.

B. Cumulative Effect of the Proposed Action

When the effects of the constructed stream crossing and additional road renovation found in Table 2 of this document and other proposed actions covered by the Soukow Project Environmental Assessment, are added to the environmental baseline and cumulative effects elsewhere in the 5th field watershed there would be no substantial adverse effects on OC coho salmon and its Critical Habitat or to OC steelhead.