

**Klamath Falls Resource Area**  
**Optional Plan Conformance Review/NEPA Compliance Record**  
**and/or Categorical Exclusion Review**

*Klamath Falls Resource Area Project File Number - Klamath Falls R.A. (OR-O14 KCER-01-11)*

*Proposed Action Title/Type: The Topsy Road Safety Improvements*

*Location of Proposed Action: This project involves safety improvements to approximately 1.5 miles of Topsy Road, south from its intersection with Highway 66, to the junction of the road leading to J. C. Boyle dam. This CX covers public lands located in T. 40 S., R. 6., Section 6 (see attached list and maps ) within the Klamath Falls Resource area. Approximately one acre (1/4 mile of public land road) are included.*

*Description of Proposed Action: The project consists primarily of safety improvements, maintenance and a realignment of Topsy Road.* Although Topsy Road is a public road, neither the federal nor county governments claim maintenance responsibility. Topsy Road is a user-maintained road. It provides access to the J.C. Boyle dam area, with several residences, the BLM's Topsy campground, upper Klamath River recreation uses and for forest management activities such as timber hauling. Topsy Road is an historic stage coach road and still provides access to communities such as Copco, California. It is estimated that more than 10,000 recreational visitors travel this road to the Klamath River canyon each year.

The main project work involves reconstruction and re-alignment of Topsy Road with its intersection with Slip Easy Road (BLM road 39-7E-32), (located on Jeld-Wen property). Many accidents have occurred at the existing intersection. The work will improve safety and site distance for the many users of these roads. Other project work involves maintenance: replacing crushed rock road surfacing material to facilitate all weather log truck travel, reduce runoff/erosion, provide a suitable road base for application of dust palliative and installation of a culvert and ditching. This project is covered under a Memorandum of Understanding (MOU) with cooperating parties. The MOU has been entered into by Boise Cascade Corporation, the Jeld-Wen Corporation, Klamath County Department of Public Works, PacifiCorp., BLM and U.S. Timberlands.

On-the-ground surveys and clearances are completed for Threatened and Endangered species and cultural resources, for both private and public lands.

PART 1: PLAN CONFORMANCE REVIEW. This proposed action is subject to the following land use plan: Klamath Falls Resource Area Record of Decision and Resource Management Plan and Rangeland Program Summary, June 1995.

The proposed action has been reviewed for conformance with this plan (43 CFR 1610.5, BLM MS 1617.3).

Remarks: RMP/ROD Page 47, "Manage off-highway vehicle use on BLM-administered land to protect natural resources, provide visitor safety and minimize conflicts among various users". Page 50, "Pursue development of a cooperative management agreement with Klamath and Siskiyou counties to provide minimum annual maintenance on Topsy road". Page 71, "Develop and maintain a transportation system that serves the needs of users in an environmentally sound manner".

Signature of Reviewer: /D.K. Hoffheins/

Remarks: \_\_\_\_\_

PART 2: NEPA REVIEW

**A. Categorical exclusion review. This proposed action qualifies as a categorical exclusion under 516 DM 2.3A (2), 1.7. It has been reviewed and None of the exceptions described in 516 DM 2, Appendix 2, apply.**

Signature of Reviewer: /D.K. Hoffheins/ Title: Planner

**B. Existing EA/EIS review.** This proposed action is addressed in the following existing BLM EA/EIS: Klamath Falls Resource Area Record of Decision and Resource Management Plan and Rangeland Program Summary (KFRA ROD/RMP/RPS), June 1995.

This EA/EIS has been reviewed against the following criteria to determine if it covers the proposed action:

1. The proposed action is a feature of, or essentially the same as, the alternative selected and analyzed in the existing document.
2. A reasonable range of alternatives was analyzed in the existing document.
3. There has been no significant change in circumstances or significant new information germane to the proposed action.
4. The methodology/analytical approach previously used is appropriate for the proposed action.
5. The direct and indirect impacts of the proposed action are not significantly different from those identified in the existing document.
6. The proposed action would not change the previous analysis of cumulative impacts.
7. Public involvement in the previous analysis is appropriate coverage for the proposed action.

Signature of Reviewer: \_\_\_\_\_ **Not Applicable** \_\_\_\_\_

**Remarks:** References to the proposed action are found on the following pages of the KFRA ROD/RMP/RPS: ROD ( pages 47-53 and 71-74).

**Surveys needed for special status plants and animals, for cultural resources, and other resources as necessary:**

|                    | Initials | Date    |
|--------------------|----------|---------|
| SSS Animal Surveys | _____    | _____   |
| Botanical Surveys  | L.W      | 4/13/01 |
| Cultural Review    | M.D      | 4/5/01  |
| Other Surveys      | _____    | _____   |

**1) will be completed 2) are not needed 3) Completed (Circle one).**

**PART 3. DECISION.** I have reviewed this plan conformance and NEPA compliance record and have determined that the proposed project is in conformance with the approved land use plan and that no further environmental analysis is required. It is my decision to implement the project, as described, with the mitigation measures identified below.

**Mitigation Measures/Other Remarks:** Sensitive concerns will be addressed according to Specialist direction. Work will begin only on projects areas that have been surveyed and cleared. (See attached comments)

Authorized Official: \_\_\_\_\_ /Larry Frazier / \_\_\_\_\_

Date: \_\_\_\_\_ 04/13/01 \_\_\_\_\_

**Categorical Exclusion No. KCER-01-11**  
**Name: Topsy Road Safety Improvements**

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**Location of Proposed Action:** This project involves safety improvements to approximately 1.5 miles of Topsy Road, south from its intersection with Highway 66, to the junction of the road leading to J. C. Boyle dam. This CX covers public lands located in T. 40 S., R. 6., Section 6 (see attached list and maps ) within the Klamath Falls Resource area. Approximately one acre (1/4 mile of public land road) are included.

**Categorical Exclusion Review:** The Topsy Road Safety Improvements Categorical Exclusion, has been reviewed and qualifies as a categorical exclusion based on 516 DM 2.3A(2), 1.7, Appendix 1 Which provides for routine operations and maintenance activities on public lands.

The proposal has also been screened to determine if any special circumstances exist that would warrant NEPA analysis and documentation. This project does not meet the criteria for exception under 516 DM 2:

1. Health and Safety; 2. Unique Resources; 3. Controversial; 4. Risks; 5. Precedent; 6. Cumulative; 7. Cultural and Historical; 8. Threatened or Endangered Species; 9. Flood plains, Wetlands or Fish & Wildlife Coordination Act, 10. Violate Law.

**Specialist Review and Mitigation Measures:** A review of the proposed action was completed by resource specialists and their concerns have been incorporated into project design. Potential impacts can be further mitigated by the following measures:

**Determination and Decision:** I have reviewed the Proposed action in accordance with 516 DM, the above exceptions, and specialist's reviews, and determine that the proposed project is a categorical exclusion does not have any unusual circumstances or overriding resource concerns;; therefore no additional environmental analysis is required. It is my decision to implement the project, with mitigation measures identified above.

\_\_\_\_\_/Larry Frazier / \_\_\_\_\_

\_\_\_\_\_/04/13/01 \_\_\_\_\_

(Acting)

Field Manager

Date

## Topsy Road Safety Improvements

### Mitigation measures/Project Design Features:

RMP/ROD Best Management Practices (BMP) for road construction will be followed including: Section D. Construction (RMP/ROD pps. D-17 and Section F. Road Renovation/Improvement(RMP/ROD pps. D-19.

Based on RMP BMP, these types of activities are recommended to occur during the dry season, generally May 15–October 15. Based on the present drought conditions and that dry soil is presently found below the existing ground surface, the road work can proceed. Additional precautions to prevent erosion include the following: 1) Wait to work on ditchline and culvert until the ground has dried . 2) Keep some straw bails on site, or some other type of surface erosion control, to provide roughness and filtering in event of rain or snow events, using liberal amounts. 3) Halt operations, in general, when storm events are occurring.

Also, for noxious weed prevention, undercarriages of road maintenance equipment will be washed prior to start of work.



