United States Department Of The Interior
Bureau Of Land Management
Klamath Falls Resource Area

Finding Of No Significant Impact
Rock Creek Bridge Replacement

Background:
The Klamath Falls Resource Area staff of the Lakeview District, Bureau of Land Management completed an environmental assessment (EA) for the proposed replacement of Rock Creek bridge. The proposed construction project would be completed to preserve safe vehicular access on Stateline road, to reduce sedimentation to Rock Creek from the road surface and road drainage system, and to improve fish habitat.

The project is located on BLM administered lands in the Gerber block approximately 45 miles east of the city of Klamath Falls, Oregon. This proposed project is being planned under the direction of the Klamath Falls Resource Management Plan Record of Decision (1995). The project will contribute to meeting the goals of the Aquatic Conservation Strategy to improve habitat conditions for native aquatic species.

Engineering studies have determined that the existing bridge abutments do not have adequate structural integrity to withstand continued commercial traffic and high stream flow events. Bridge replacement will assure continued safety for public use of the stream crossing. In addition, Rock Creek is spawning and rearing habitat for resident fish. The existing road conditions are causing significant amounts of erosion of road surface gravel during normal runoff periods, with subsequent delivery of sediment to the stream. This increase in sediment load in the stream is impeding fishery habitat recovery.

Determination:
On the basis of the information contained in the Environmental Assessment (EA), and all other information available to me, it is my determination that implementation of the proposed action or alternatives will not have significant environmental impacts beyond those already addressed in the Record of Decision (ROD) for Amendments to Forest Service and Bureau of Land Management Planning Documents (April 1994), and the Klamath Falls Resources Area Record of Decision and Resource Management Plan (June 1995). This EA is in conformance with the Klamath Falls Resources Area Resource Management Plan, and does not constitute a major federal action having significant effect of the human environment. Therefore, an Environmental Impact Statement, or a supplement to the existing RMP or Environmental Impact Statement, is not necessary and will not be prepared.

/s/ *Teresa A. Raml* 5/31/01
Teresa A. Raml Date
Field Manager, Klamath Falls Resource Area

ENVIRONMENTAL ASSESSMENT (EA)

For the

REPLACEMENT OF ROCK CREEK BRIDGE

(EA# OR-014-01-05)

U.S. DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
LAKEVIEW DISTRICT
KLAMATH FALLS RESOURCE AREA

May 2001

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
LAKEVIEW DISTRICT
EA COVER SHEET

RESOURCE AREA: Klamath Falls FY & EA #: OR-014-01-05

ACTION/TITLE: ***Replacement of Rock Creek Bridge***

LOCATION: Klamath Falls Resource Area, Lakeview District, Oregon

FOR FURTHER INFORMATION CONTACT:

Scott Snedaker (EA Writer/Fish Biologist)
Brian McCarty (PI/Engineering Technician)
Klamath Falls Resource Area, BLM
2795 Anderson Ave. Bldg #25
Klamath Falls, Oregon 97603
(541) 883-6916

or

Jim Platt (COR/Engineer)
Lakeview Resource Area, BLM
1300 S. G. Street
Lakeview, Oregon 97630
(541) 947-6118

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1.0 Introduction

1.1 Purpose and Need for the Proposal

The BLM bridge team inspects bridges identified as part of the BLM transportation infrastructure every two years. Bridges identified as needing repair or replacement are placed on deferred maintenance lists and ranked based on condition and need for action. Upon the last inspection of Rock Creek bridge the buttresses were identified as a hazard to load bearing traffic and a weight limit restriction was placed on the bridge to reduce the risk of bridge failure. The purpose of the proposal is to replace the existing BLM bridge with a crossing sufficient to meet the Klamath Falls BLM and reciprocal right-of-way holder's access needs during all times of the year.

This EA will assist in the decision making process by assessing the environmental and human affects resulting from implementing the proposed action. The EA will also assist in determining if an environmental impact statement (EIS) needs to be prepared or if a finding of no significant impact is appropriate.

1.2 Location

The analysis area is located southeast of Klamath Falls, Oregon in the Willow Valley watershed. The Rock Creek bridge is located in Township 41 South, Range 15 East, Section17. The project construction area is entirely within a Riparian Reserve area (Klamath Falls Resource Area RMP). Proposed staging areas for material and equipment are within the same section: an old logging road spur approximately 300 feet from the stream crossing on the western approach, and the spur road opposite a dispersed camping site approximately 600 feet from the stream crossing on the eastern approach. USGS 7.5 minute quadrangle "Antler Point, Oregon." includes the affected project areas. See also attached maps (See Figures 1 and 2 in Appendix A).

1.3 Conformance with Existing Plan(s)

The proposed action is in conformance with the following Plans and Environmental Impact Statements:

- Klamath Falls Resource Area Record of Decision (ROD) and Resource Management Plan (RMP) (June 2, 1995). (KFRA ROD/RMP)
- Final Klamath Falls Resource Area Management Plan and EIS (FEIS) (Sept. 1994). (KFRA FEIS)
- Klamath Falls Resource Area Integrated Weed Control Plan EA (July 21, 1993).
- Interior Columbia Basin Ecosystem Management Project / Eastside Final Environmental Impact Statement / Proposed Decision, December 2000 (ICBEMP). The proposed decision direction has been reviewed and the proposed action meets the intent/general direction of that document. The final decision for ICBEMP could amend direction in this EA.
- Lost River (*Deltistes luxatus*) and Shortnose (*Chasmistes brevirostris*) Sucker Recovery Plan (March 17, 1993).

2.0 Alternatives Including The Proposed Plan

2.1 Alternatives Considered But Eliminated

2.1.1 Low Water Ford

Replacement of existing bridge crossing with a low water ford was considered as an initial alternative. A low water ford would typically provide unrestricted access to the flood plain during high flow events. In addition a low water ford would potentially provide the channel dynamics consistent with natural variability. However, initial engineering constraints and environmental review of the potential crossing location in the valley floor and anticipated future use concluded that environmental degradation would likely occur with a low water ford. Access needs during wet seasons would likely lead to road prism degradation in the valley floor with a low water ford and sediment transmission to the stream would be a chronic problem. In addition existing right of ways would be limited during the wet season as flow would likely be sufficient to make passage at the site impossible.

2.1.2 Road Decommissioning

Decommissioning of the existing road, use of alternative access routes was also initially considered. The road accesses approximately 2 square miles of KFRA BLM property off the State Line road on the east side of the bridge. Review of the existing road network initially suggested that alternative routes were available. The BLM initiated review for potential decommissioning of this road segment, by requesting access needs and uses by the affected users. The Fremont National Forest and the Modoc National Forest were asked to review this road access and provide input towards possible decommissioning. That review indicated continued all season access needs for a variety of purposes including, stand treatments, law enforcement, and fire access for the affected road segments. Their review indicated that the State Line road was their only legal access to those sections of forest, without substantial backtracking.

2.2 No Action Alternative

In this EA document the “no-action” alternative is defined as not implementing any aspect of the proposed action alternative(s). Defined this way, the “no action” alternative also serves as a baseline or reference point for evaluating the environmental effects of the action alternatives. Inclusion of this alternative is done without regard to whether or not it is consistent with the Klamath Falls Resource Area RMP.

2.3 Proposed Action Alternative

2.3.1 Project Description

The proposed action is to replace the bridge, which is identified for replacement under deferred maintenance. Work would be accomplished in FY2001 or later, depending on the availability of funding. The objective of the Proposed Action is to maintain a stream crossing on Stateline road. This bridge location is needed to manage Public Domain, National Forest, and private lands. This project would also renovate and repair road approaches on either side of the bridge to prevent and/or reduce surface erosion from entering the stream. Bridge replacement would include removal of the existing bridge and the installation of a con-span structure. This structure would have preformed

concrete buttresses and span. Structural footings would require excavation on each side of the creek and be built of poured concrete.

Re-routing the stream may be necessary to allow activities in the stream channel (demolition and footing erection). If there is water in the stream at time of construction, a small culvert (24" or smaller) would be used to route water through the existing location of the bridge. Water would be diverted to the culvert by placement of a small dike (less that two foot high) immediately upstream of the bridge. The culvert would return water to the stream channel downstream of the bridge. The culvert in the area of the bridge would be backfilled over with 1-3" clean rock, so that work can proceed on abutments. Placement of the culvert and clean rock backfilling should minimize impact to the stream and the surrounding area. In the event that the stream channel is dry at time of construction, entry to the stream will be located at designated points with limited activities to occur instream, generally limited to equipment crossing.

Demolition is performed utilizing an excavator, a variety of saws, and jackhammers. The excavator would lift away surface decking and place it onto a flat bed truck. Chainsaws and jackhammers may be used to loosen wood decking from abutments. Very little material from the decking is anticipated to fall to the stream channel.

The excavator would remove fill material from abutments and place fill material on the adjacent road surface. The concrete abutments would be demolished using an excavator and jackhammers, located from either side of the abutment. The abutments would be broken into manageable pieces and disposed of properly. Some material from abutment demolition may fall to the working surface in the stream channel. Demolished decking and abutment material would be transported to a licensed landfill.

Excavators would be used to excavate the footings for the abutments and wing walls. The expected amount of in-stream earthwork for excavation of footings and wing walls, is around 130 Cubic Yards (9' deep x 3' wide x 40' long excavation for footings, and smaller excavations for 8' wing walls on both ends).

The new footing areas would be excavated, and new footings would be cast in place. Depending upon water levels these excavations may need to be pumped. Cast footings would cure for a minimum of 7 days. After 7 days, the rest of the structure and wing walls can be placed. The structure would be backfilled and grouted. All reasonable efforts would be made to remove all materials from the stream including, the temporary culvert, backfill material, and waste material, upon completion of instream activities (See PDF's hydrology and fisheries). The stream channel would be re-graded, the temporary re-routing of the stream would be removed, and the stream would be allowed to flow in its original position. Surfacing would be placed over the top of the structure, in-line with the existing road grade.

The final structure would be a 24'span x 6' high x 40' long. The road grade leading to the structure would not be raised above existing height. There is no expected stream work outside of those activities associated with excavation for the footings and wing walls. The current stream channel shape and size would not be altered.

Equipment, construction forms, preformed concrete slabs and placement and storage of excavated material would be restricted to the existing road prism, and two staging areas located outside of the stream channel on either side of the bridge crossing (see Figure 2).

Some cutting of vegetation would be necessary at each site. Willows rooted in the fill slope near the bridge site would potentially be cut and left in the stream to provide woody debris. A limited number of trees in the locations of the staging areas may prevent/limit excavator swing capabilities and need to be removed. All trees that potentially could be cut would be less that12 inches in diameter at breast height (dbh).

Armoring riprap would be placed at the base of the east and west footings to prevent the stream from undermining the abutments.

Reconstruction of the ditch lines and installation of rolling dips along the East and West approaches to the bridge would also occur in order to reduce/prevent surface erosion from reaching the stream channel. Surface rocking the road, both East and West approaches, to a depth of approximately 4 inches with crushed basalt rock would occur to reduce surface erosion reaching the stream channels.

State Line road is encumbered by reciprocal road use agreements. During construction the affected road segment would be closed to vehicular access. Access needs during construction would be addressed by designating alternative routes around project activities.

2.3.2 Project Design Features of Proposed Action

Project design features (PDF's) are included for the purpose of reducing anticipated adverse environmental impacts that might stem from the implementation of the proposal. Site specific review and modification of PDF's for the affected resources by the resource specialists will occur when site conditions and practicality affect PDF implementation.

2.3.2.1 Hydrology/Water Quality/Soils

- A resource area Hydrologist would be on the site during riparian earthmoving activities.
- Center the new span so that the additional bridge length extends to the west of the current west (right bank) abutment. This should help pass flood flows with less constriction and scour.
- Minimize the placement of armoring riprap along the bridge abutments. This should help reduce the extent of deleterious channel constrictions.
- Maintain the existing longitudinal and lateral gradient of the floodplain and stream channel in the immediate vicinity of the project. Grade the "new" floodplain area created by the longer bridge span so that it is continuous with the upstream and downstream floodplain.
- Stabilize streambanks for 15 feet upstream and downstream from the project with coir logs. This should help ensure that channel response to the in-stream work should not affect the bridge abutments or riparian resources.
- Apply jute matting to the "new" floodplain and any riparian areas that are disturbed by the project. Revegetate these areas with willow stakes and native riparian plants.
- If the stream must be temporarily diverted, use clean gravel (preferably 3"-) if it is necessary to bury the diversion culvert.
- Gravel the road as it traverses the canyon; resurfacing should extend to the start of the slope break on the bridge approach, on either side of the canyon.
- Install rolling dips or other appropriate road drainage features on the road within the affected area. Provide energy dissipators at cross drain outlets that discharge onto loose material, erodable soil, or steep slopes.
- Install lead off ditches to divert road surface runoff away from riparian areas. At a minimum, install such features immediately upgrade from the stream crossing.

2.3.2.2 Fisheries Protection/Enhancement

- In-stream work should be seasonally restricted to the period of low water flow. ODFW instream guidance for the Lost River above Bonanza is July 1 through February 1 (*species of concern redband trout, shortnose sucker*).
- To preclude sediment from reaching the streams during construction, filter fabric should be placed in the streams when structures are removed and when replacing road prism fill material.
- Fill banks should be seeded with native grass and forb species and mulched upon completion of work.
- Provide a more natural stream bed when complete, including width/depth ratio
- BLM standards for stream crossings where fish passage is a primary concern should be met.
- Planting of willow in locations where willow is affected by project activities is recommended.
- If a pool is present underneath the bridge, remove fish present using accepted methods (ex. electro-shocking).
- Fish removal efforts should occur in tandem with or prior to initiating construction activities.
- Only backfill the area that is needed for construction purposes, if a pool is present during site preparation and construction, maintain as much of the existing pool as possible.

2.3.2.3 Wildlife

- Initiation of construction activities should occur as late in the nesting season as possible for protection of neotropical birds.

2.3.2.4 Noxious Weeds

- Insure that all construction equipment is cleaned off prior to operating on BLM lands. Removal of all dirt, grease, and plant parts that may carry noxious weed seeds or vegetative parts is required and may be accomplished with a pressure hose.
- Noxious weeds in the immediate vicinity of the project area shall be treated manually or chemically and/or mowed to ground level prior to the start of construction activities.
- Road graders used for road construction or maintenance should grade towards any known noxious weed infestations. If no good turn around area exists within one half mile that should allow the operator to grade towards the noxious weed infestation, then the operator should leave the material that is being moved within the boundaries of the noxious weed infestation.
- If seeding occurs as part of the stabilization process, there may be an impact to native vegetation recovery if perennial non-native species are used. To preclude this, a seed mixture consisting primarily of native species (if available) or short-lived, non-native species should be used.

2.3.2.5 Cultural

- During the demolition process, photographs should be taken to document each stage of the dismantling of Rock Creek Bridge.
- A pre-work field review between cultural resource personnel and the Project Contracting Officer's Representative/Project Inspector should be arranged to ensure that the establishment of project activity areas would avoid affecting known archaeological sites.
- If archaeological material is uncovered during project activities, then all work must stop and the lead archaeologist must be notified.

3.0 Affected Environmental

3.1 Introduction and General Environmental Conditions

Only substantive site-specific environments affected by the proposed action are discussed in this chapter. If an ecological component is not discussed, it should be assumed that the resource specialists have considered potential effects to that component and found the proposed action would have minimal or no effects. Similarly, unless addressed specifically, the following were found not to be affected by the proposed action: land use, climate, air quality, prime or unique farmlands, geology and minerals, paleontological resources, wild horses and burrows, special status species, special management areas, traditional uses, Native American religious sites, socioeconomics, and visual impacts.

3.2 Hydrology/Water Quality

The watershed above the bridge site drains approximately 14.4 square miles (9,200 acres). For a watershed of this size, the expected 100-year flood is on the order of 500 cubic feet per second (cfs). Summer low flows consist primarily of the discharge from springs. Based on size and condition of the existing structure the capability to pass 100-year events is questionable.

Water is diverted from Rock Creek to Grohs Reservoir upstream from the bridge. Water released from the reservoir returns to Rock Creek via Gwinn Springs Creek, which is tributary to Rock Creek downstream from the bridge. Diversion typically begins in February and can extend into June. Although a large portion of low flows can be diverted, the diversion has only a minor affect on peak flows.

If high flows into Grohs Reservoir caused the reservoir storage capacity to be exceeded, some water would be discharged into a draw that enters Rock Creek upstream from the bridge. Because most of this outflow was diverted from Rock Creek in the first place, this additional water would not cause the estimated 100-year flood peak flow to increase. There are two dams that impound Grohs Reservoir: a primary one on the south and a secondary one on the west. Were the south dam to fail, the flood wave would travel down Gwinn Springs Creek. Were the west dam to fail, approximately 60% of the reservoir's 880 acre-foot capacity could travel down the draw that enters Rock Creek above the bridge. If drainage occurred over a one-hour period, flows could exceed 6,000 cfs; over a four period, flows could exceed 1,600 cfs. Some of this flow would likely cross over the low divide between Rock Creek and Gwinn Springs Creek. The current bridge with existing structural abutments would be expected to fail under this extreme level of flow.

The stream channel and riparian zone in the immediate vicinity of the proposed action have been affected by past road and bridge construction. The channel widens appreciably upstream of the bridge and for approximately 150 feet downstream. Although this widening may be due in part to cattle grazing or channel re-alignment during past bridge construction or maintenance, it is likely that the current design and orientation of the bridge is impairing recovery of channel- and floodplain-forming processes. Currently, the fill for the bridge approach has isolated the floodplain upstream of the bridge from the floodplain downstream from the bridge. Consequently, during high flow events water is concentrated in the stream channel under the bridge. The energy of this constricted flow, combined with the effect of the sharp turn that the stream channel makes immediately upstream of the bridge generally accounts for the altered channel form.

Other local effects of riparian soils compaction and transport of road surface materials to the stream channel continue to occur due to road construction, maintenance, and use of Stateline Road.

3.3 Vegetation

The vegetative communities in the project area can be broken down into four components, aquatic, riparian, terrestrial, and noxious weeds. Most water flow in the area of the proposed action during the summer months is subsurface, aquatic vegetation is not expected to be affected.

3.3.1 Riparian and Wetlands

Current riparian vegetation within the proposed project area includes grass and willow communities. Approximately 15-25 feet of mature willow is present at the base of the fill slope on the north and west side of the bridge site.

A riparian photo point is located immediately upstream of the proposed project. The photo point is used to monitor grazing utilization and effects of grazing on the riparian vegetation community in the area of Rock Creek. Photo points can be used to indicate condition and trend of the vegetation community in the area of the proposed project. In general the riparian vegetative community is recovering from past management activities.

3.3.2 Terrestrial - Forest and Rangeland

Terrestrial vegetation potentially affected by the proposed action is limited in scope to a small area in the staging area and immediately adjacent to the road prism near the bridge crossing. The vegetation community is primarily a Pine-sedge-fescue ecological site. If the construction area includes one of the identified staging areas then one pine tree would be affected. This tree is approx 8-10" diameter, 30-40 foot tall, and is growing on an old turnout approximately 300 feet away from the stream. Additional pine trees and juniper trees may be affected, depending on site-specific actions during construction.

3.3.3 Noxious Weeds

The project area contains a known population of Mediterranean sage (*Salvia aethiopsis*) on both sides of the road and embankment leading to the bridge from the west, and in the spur road running north along the western edge of the riparian area.

3.4 Livestock Grazing

The proposed bridge worksite is within the Rock Creek grazing allotment. Grazing use and permittee access are important uses associated with the Rock Creek bridge project.

3.5 Aquatic Species and Habitat

3.5.1 Aquatic Species Present in the Project Area

Rock Creek is a tributary of the Lost River. Native fish species positively identified as present within the project area, include Klamath speckled dace, marbled sculpin, and tui chub. Several native fish species potentially present or historically present include blue chub, largescale sucker, Lost River sucker, shortnose sucker, and Klamath redband trout. The USDI - Bureau of Reclamation (USBR) conducted fish surveys with electro-shocking equipment in Rock Creek in 1990 and 1999, a 1/4 mile up from the mouth of Rock Creek and at the Willow Valley road (Buettner personal comm. 2001). These surveys captured perch and speckled dace at the Willow Valley (Stateline)

road site and largemouth bass, green sunfish, speckled dace, and marbled sculpin near the mouth. No sucker or trout species were found during these surveys. The USBR survey work suggests that no sucker or trout species are currently present within the project area.

Springs may provide refuge to fish species during dry periods in the Rock Creek system. Native and non-native species are potentially restocked from upstream sources, reservoirs and ponds.

3.5.2 Aquatic Habitat

Past management activities have altered aquatic habitat conditions. Diversion of flow to Grohs Reservoir during spring and summer months has altered the flow regimes in the location of the bridge. Changes in flow regimes alter vegetative communities, reducing structural and species diversity. Diversion to Grohs Reservoir would reduce the availability, both in size and number, of habitat types during diversion periods. Diversion would also affect the quality of habitat, including stream shading and water temperature, during, and after water diversion. Impaired habitat quality and quantity can negatively affected fishery productivity.

Substantial alteration of the stream channel is evident downstream of the project area. Diking and diverting of Rock Creek water to irrigate pasture lands occur downstream of the project area.

Grazing activities in the area of the bridge may have also impacted aquatic habitat. Grazing of riparian vegetation and shear damage to streambanks reduces structural and species vegetative diversity. Loss of riparian vegetation can reduce or impair fisheries productivity.

3.5.2.1 Bridge Site

The existing bridge situation and past management activities has impacted stream channel dynamics above, through, and below the site. The existing bridge is twenty foot wide and is further narrowed by placement of rip rap adjacent to the abutments, this provides a base opening less than the current 20 feet span for stream flow and flood relief. The bridge is also currently located to the east of the centerline of the valley profile. The constriction of flow and the location of the bridge have contributed to alteration of the upstream-to-downstream channel characteristics. The change in channel dynamics at the bridge site has resulted in a loss of aquatic habitat due to the simplified channel characteristics.

Side channels and accessible flood plains are important refugial habitat during high flows and high turbidity. The simplified channel characteristics present through the bridge site limit fish species access to flood plain habitat, as most water is concentrated in the stream channel due to bridge constriction. The proximity to upstream and downstream refugia, mostly side channels, makes this a negligible impact.

3.5.2.2 Instream

Rock Creek typically has limited flow during the late summer months, much of which is subsurface. Field review during the summer months of 2000 indicated the creek's existing condition was a series of disconnected pools. Fish presence appeared to be related to pool size, that is, the larger and deeper pools along the length of the creek contained fish. The altered channel dynamics at the bridge site has created a long pool, from the upstream side of the bridge to approximately 50 feet downstream, which supported fish species during the summer of 2000.

3.5.2.3 Road Grade

The existing road grade is inadequately drained and the cinder surfacing has contributed sediment to the stream channel. Rilling of surface material from water flow was evident on both approaches to the stream crossing. Ditch lines on both approaches to the crossing were predominately filled in and not functional. Additional sediment inputs to the stream generally increase turbidity. High turbidity can affect fish species. Salmonids reduce growth rates when turbidity is over 25 NTU (Bjornn and Reiser 1991). High turbidity would reduce foraging/predatory effectiveness for visually cued aquatic predators.

Field review of channel conditions identified a cinder sediment plume in the creek immediately downstream of the bridge crossing. The plume is over three feet wide at the base and approximately 1 ½ foot high. This plume was clearly attributed to the eastern approach cinder grade eroding directly to the stream. This road surface material reaching the stream channel has locally affected substrate type and embeddedness. Cinder rock is a very light and mobile material, which can be easily transported by substantially less quantities of water than most other rock forms. The residency time for an cinder rock is less than other substrate types and is therefore less suitable spawning and foraging habitat. The short residency time of cinder also suggests that more sediment, than evidence by the plume, has reached the stream channel and subsequently been transported downstream. This would be anticipated to impact downstream aquatic habitat.

Cinder is also easily crushed into fine powders from either direct contact with vehicular traffic or from a grinding contact with other material. Fine cinder transported from the road surface has settled into interstitial spaces of the substrate and embedded the larger substrate material. Increased substrate embeddedness reduces available surface area for macro-invertebrates and limits substrate suitability for spawning and foraging habitat for aquatic species.

3.6 Riparian and Terrestrial Species and Habitats

Neo-tropical bird species may be present; feeding, breeding, or nesting in the locale of the bridge. The nesting season for songbirds typically occurs from mid-May though mid-July. Neo-tropical bird species may reinitiate nesting, for multiple reasons, which would extend the nesting period.

No other wildlife species are anticipated to be affected within the project area.

3.7 Threatened, Endangered, and Sensitive Species

3.7.1 Plants

There are no known populations of threatened, endangered, or special status plants within the project area.

3.7.2 Animals

No mammalian, avian, reptilian, amphibian, or invertebrate species or activity centers listed or proposed under the Endangered Species Act are within 1/4 mile of the project area.

3.7.2.1 Lost River and Shortnose Suckers

Lost River and shortnose suckers are listed as endangered under the ESA, as amended (USDI-FWS, 1988) . The USDI - Bureau of Reclamation (USBR) has conducted fish surveys with electro-shocking equipment in Rock Creek in 1990 and 1999 (Buettner personal communication, 2001). No Lost River or shortnose suckers were found during these surveys. The USBR survey work suggests that suckers are not present within the project area.

Accessibility to the project area is uncertain due to the alterations of the stream channel downstream of the project area. In addition, Rock Creek, a tributary of East Fork Lost River, is not designated critical habitat for the suckers (USDI-FWS 1994). Sucker species distribution in the watershed would be influenced by water availability; dryer periods would tend to shrink species distribution while greater water quantities would tend to expand distribution. Individual fish may be able to reach the location of the bridge site during high water years. Based on low water availability in the spring of 2001, suckers would not be anticipated to be present in the project area or most of Rock Creek.

3.7.2.2 Klamath Redband Trout

The Klamath redband trout is listed as a state sensitive species and is a species of concern to the BLM (ONHP 2000, BLM Manual 6840). The USDI - Bureau of Reclamation (USBR) has conducted fish surveys with electro-shocking equipment in Rock Creek in 1990 and 1999 (Buettner personal communication, 2001). Trout distribution would be expected to be limited, similar to sucker species, as access limitations would also be a concern to this species. Refugial areas upstream of the bridge site may currently or historically harbor resident populations of redband trout. However, the USBR surveys found no Klamath redband trout at the Willow Valley (Stateline) road site.

3.8 Cultural Resources

3.8.1 Historic

The Modoc, in collaboration with the Klamath and Yahooskin Indians, ceded their lands to the United States in 1864. The first Euro-Americans homesteaded the project area in the mid to late 1800s. Among the homesteaders was the Grohs family, who has ranched in the area since1894.

Modern developments occurred in the Gerber/Willow Valley area with the establishment of a Civilian Conservation Corps (CCC) camp along East Langell Valley Road near Lorella. The CCC was created in 1933 by Franklin D. Roosevelt, as part of his New Deal campaign to end the Great Depression. The CCC was designed to provide jobs for young men. The CCC camp became known as Camp Bonanza, the home to the 557th Company of the CCC.

Between 1934-41, the Rock Creek Bridge was part of a road construction project conducted by the 557th Company. The company built 20 miles of road along the Oregon/California state line (Beckham 2000:73-74). In a report dated November 29th 1937, Superintendent Clyde Stahl described some of the Companies accomplishments. He described one of the accomplishments as the "construction of a Truck Trail extending along the Oregon California boundary and the Southern boundary of the Grazing District. This road is an important stock range development, inasmuch as it connects with the Fremont and Modoc National Forest Truck Trail system."

Photographs accompany the 1937 report that refers to the "Truck Trail" as the Yocum Valley Road. One of the photographs is of a combination cattle guard and vehicle bridge that crossed a small creek on the Yocum Valley Road (Figure 3 in Appendix A). Although the bridge is not named, the background depicted in the photo looks similar to the scenery around Adobe Flat. Adobe Flat is located only 1.5 miles west of Rock Creek. It can be assumed that Rock Creek Bridge and the Adobe Flat Bridge were built during the Truck Trail construction and were probably of the same construction style.

3.8.2 Pre-Historic

The project is located within the ancestral territory of the Modoc Indians. Although the area is not mentioned specifically in ethnographic accounts, the area was probably used seasonally for hunting, fishing and gathering (Ray 1963; Silvermoon 1994).

The Rock Creek Bridge locality has been surveyed several times for cultural resources in connection with a variety of forest treatment projects (Cultural Resource Reports OR014-CRR-FY91-009, 98-018, 00-013, 00-016, 01-002). Lithic scatters comprise the majority of cultural sites discovered in this area. In particular, a lithic scatter, site 35KL1959, is located near the bridge site.

Site 35KL1959 was originally discovered in 1997. It consists of approximately 500 tertiary obsidian flakes, remnants of lithic tool manufacturing. Unfortunately, past activities associated with bridge renovation has disturbed the northern boundary of the site.

4.0 Environmental Consequences-Proposed Action Alternative

4.1 Hydrology and Water Quality Impacts

The proposed action would replace the existing bridge with a slightly longer span. A longer span would reduce the constriction at the bridge and would likely facilitate the recovery of channel width:depth ratios in the vicinity of the project. Implementation of appropriate BMPs and PDFs would further enhance the potential for recovery at this location.

The proposed replacement bridge will be designed to pass estimated 100-year flood events. This would help ensure that catastrophic failure of the stream crossing and/or excess erosion of the road prism and damage to riparian resources does not occur during such an event. Were the west dam of Grohs Reservoir to fail, it is unlikely that the proposed replacement bridge would be able to pass that flow much better than the existing bridge; the bridge would likely be entrained in the flow and the road prism would be scoured.

The in-stream work could contribute sediment to the stream channel. All efforts would be made to reduce the potential for this to occur. Use of heavy machinery for the project could damage riparian resources (i.e., compaction, vegetation removal, etc.). Any such damage would be mitigated, as per Hydrology recommended PDF's, to the extent practicable.

4.2 Vegetation Impacts

4.2.1 Riparian and Wetlands

The recovery of the site from past disturbances would be impaired from proposed project activities, impacting riparian and aquatic vegetative recovery. The existing vegetative community at the base of the fill slope is an established willow community mixed amongst the protective riprap. Excavation would remove that population of willow. The existing grass complex amongst the willow and on the fill slope would also be impacted from operations.

Expediting the re-vegetation of the banks by planting willows and seeding with grasses, according to fisheries PDF's, would be expected to protect the vegetative resources in the long term.

Monitoring riparian vegetative trends, associated with the established photo point for grazing, is recommended to determine impacts from project activities. The photo point should be avoided by project activities so as to maintain site continuity for future monitoring.

4.2.2 Terrestrial - Forest and Rangeland

The impact of losing the limited number of trees affected by the proposed action would be considered negligible. Staging areas are located adjacent to the road and likely within the designated right-of-way. The trees affected under this alternative may be removed as part of road maintenance activities.

4.2.3 Noxious Weed Impacts

Most noxious weeds, including Mediterranean sage, have a competitive advantage on sites that are physically disturbed by human activities. Therefore, the disturbance caused by this project would tend to increase the abundance of the existing population of Mediterranean sage at that site. Additionally, machinery and vehicles used to implement the project may serve as vectors of distribution for seeds of Mediterranean sage within and beyond the project area.

Incorporating the proposed project design features into the proposed project would likely reduce the probability of spreading noxious weed seeds into and/or beyond the proposed project area. Reasonable cleaning of the construction equipment involved in operations would likely remove a large amount of the noxious weed seed from the machinery. It is assumed that cleaning the equipment would not remove 100% of the noxious weed seed, but the inclusion of the proposed design features into project operations would be consistent with Bureau Manual policy, would have a high probability of preventing, controlling, or reducing the spread of noxious weeds on BLM lands, and would prove to be a prudent step to take in reducing the need for costly weed eradication in the future.

4.3 Livestock Grazing Impacts

The Rock Creek allotment is planned to be rested in 2001. No impact to livestock grazing by this project is anticipated. During 2002, grazing will occur in the allotment from May 1 through May 31. There should be no impact , as the proposed construction period is after the grazing use. Impacts to any riparian or upland vegetation as described in this assessment, would have minimal to no impacts on future grazing activity.

4.4 Aquatic Species and Habitat Impacts

4.4.1 Aquatic Species

Re-routing the stream and backfilling with clean river rock may cause a short-term negative impact to the fish species present during operations, by altering their location in the pool and potentially burying some fish. Shocking the pool at initiation of construction would reduce the number of fish potentially affected by the activities. Shocking is recommended to begin on the upstream side and working downstream to “herd” the fish to the downstream end of the pool. Collected fish should be returned to a similar sized or larger pool in Rock Creek.

Project activities may also indirectly affect fish species present by altering the habitat during project operations and after project completion. The environmental consequences discussion on Aquatic Habitat can indirectly refer to impacts to species, as alteration in habitat may affect the feeding and breeding of aquatic species. In general, project activities including PDF’s are not expected to negatively affect the aquatic species community in the area of the proposed action. The species confirmed present (dace and chub) in the drainage are widely distributed and numerous across the whole basin, and potential impact to the local populations would likely be recovered by the end of the next rainy season when stream channels are reconnected.

4.4.2 Aquatic Habitat

4.4.2.1 Bridge Replacement

Replacement of the bridge with a new conspan is expected to improve aquatic habitat in the long term. The proposed bridge would span 24 feet with 8-foot wing walls to protect the fill slope. This design would increase cross sectional area for the stream channel, and improve flood passage. Engineering design would have a row of riprap at the base of the footing to prevent undermining along the length of the abutment. Riprap would not extend more than two feet from the abutment, therefore, the new structure would add several feet to the total span compared to the existing span. In addition, if riprap height is designed as in fisheries PDF's, the total available flood prone area under the bridge would be the full 24 feet span. This would provide additional flood plain relief compared to the existing structure. Additional flood plain relief potentially could allow recovery of the stream channel be reducing concentration of flow in the channel, allowing more stream energy to dissipate in a flood prone area.

4.4.2.2 Instream Work

The recovery of the site from past disturbances would be impaired from instream work, mostly due to removal of the grass and willows. The loss of the vegetation can impact aquatic habitat two ways, 1) with loss of soil stabilization, more sediment to reach the stream channel during the first year until vegetation recovery, 2) removal of the willow community could increase the quantity of solar radiation reaching the stream channel. The hydrology PDF's include a recommendation for installation of matting material, plus mulching and seeding upon completion of the project. These actions would be expected to reduce the risk of sediment reaching the stream. Most removal of willow is expected to occur the north side of the fill slope, and is only about 20 foot in length of affected stream bank. Based on the limited amount of willow affected and the aspect where most willow would be affected, changes to stream temperature would not be anticipated. In addition, the recommended willow planting PDF would accelerate recovery of the willow community so any impacts would be of very short duration.

During instream work, aquatic habitat at the site would be directly affected. The residual pool underneath the bridge site would largely be eliminated due to the rerouting and back filling for construction purposes. With appropriate design some of the pool could be retained, the remnant pool could then provide a limited quantity of habitat for fish species that could not be removed. Other impacts on stream habitat could result if some sort of spill or leakage of fluids from equipment occurred. No spills are expected to occur and thus no impacts should result. If a spill were to occur, actions would be taken to comply with a Spill Contingency Plan (see Appendix B).

Use of clean river rock as backfill material would not be expected to increase sediment movement at the site. Installation of fill rock would occur during the low flow period, when sediment movement would be low. Backfill rock would be removed to the extent possible, and the stream channel would be reestablished to approximate pre-project conditions. Some clean river rock may remain in the channel upon completion of the project. This remaining clean river rock is not expected to negatively affect substrate in the area during the first winter after construction.

The potential exists to expose raw banks when reestablishing the pre-project channel conditions. The installation of coir logs and matting material along the reconstructed stream channel is recommended to aid in reestablishing bank edge and to protect the banks and near by flood plains from erosion. The reconstructed channel should be designed to mimic the natural width/depth ratio. Implementing these PDF's are expected to minimize erosion during the first year wet season. Expediting the re-vegetation of the banks by planting willows and seeding with grasses would be expected to protect the banks and floodplain in the long term.

4.4.2.3 Road Improvements

Proposed road renovation/improvements would have the greatest potential to contribute to immediate recovery of aquatic habitat. In current conditions the stream is receiving sediments from the road surfaces during and after rain

and rain on snow events. Installation of rolling dips, resurrecting/re-routing the ditch lines, and resurfacing the road grade consistent with the project description and RMP BMPs would be expected to reduce sediment reaching the stream channel. Reductions in sediments reaching the stream channel would aid in reducing substrate embeddedness and reduce the cinder component in the substrate, thus improving aquatic habitats at the site and downstream of the project area.

4.5 Riparian and Terrestrial Species and Habitat Impacts

Direct disturbance of the riparian vegetation, and noise from bridge work at Rock Creek, are concerns during the nesting season for songbirds. Initiation of construction activities after the nesting season (after mid-July) is recommended. If the project was delayed to the following spring, surveys in the immediate area of influence from the project could be conducted to minimize impacts to nesting species.

Wildlife species, other than neo-tropical birds, are not anticipated to be affected to any large extent by the proposed action.

4.6 Threatened, Endangered, and Sensitive Species Impacts

4.6.1 Plants

The project would not affect special status plant species since no populations of these species occur within the area affected by the project.

4.6.2 Animals

Listed mammalian, avian, reptilian, amphibian, or invertebrate species are not anticipated to be directly or indirectly affected by the proposed actions.

4.6.2.1 Suckers and Trout

Based on past surveys, stream conditions, and expected water yield in 2001, suckers and trout are not anticipated to be present during project operations. Therefore, no direct impact to listed suckers or sensitive trout is anticipated. Indirect positive impacts to listed species may result due to alterations in aquatic habitat over the long term. The proposed road improvement would be expected to reduce road cinder sediment reaching the stream channel. This would likely improve aquatic habitat at the site and downstream of the project area for all aquatic species.

4.7 Cultural Resource Impacts

4.7.1 Historic

All cultural resources more then 50 years old must be evaluated for eligibility to the National Register as part of the Section 106 process established by the National Historic Preservation Act of 1966, as amended in 1992 (NHPA). Although Rock Creek Bridge has never been formally recorded as a historical site, its construction date can be inferred from the CCC construction date of the Stateline Road, which is more than 60 years old. The proposed

project would dismantle and remove the existing structure and foundation, which would be viewed as an adverse effect to the cultural value. However, the integrity of the site has been reduced to the point that the property does not meet the criteria necessary to be eligible for the National Register.

Cultural resource sites are evaluated as either eligible or ineligible for placement on the National Register (NHPA, Sec. 101) using a set of four criteria. The criteria are A) the site is associated with a historical event; B) the site is associated with the life of a significant person; C) The site embodies the distinctive characteristics of a type period, method of construction, work of a master with high artistic value; D) the site may yield information important toward our understanding of prehistory or history (36 CFR 60.4).

The Rock Creek Bridge site does not meet criteria A or B. However, the site may meet criteria C and D, although it is unlikely. All that remains of the original structure is the rock abutments. The original deck was made of log stringers that have since been replaced several times (Grohs personal communication, 2001). In addition, the original rock abutments have been re-enforced by concrete. Due to the various structural repairs that have occurred over the years, the bridge no longer embodies a distinctive architectural characteristic of a 1930s CCC project. Finally, the site does not add to the historic knowledge of the area.

4.7.2 Pre-Historic

The Rock Creek Bridge site has been previously surveyed. Recorded sites have been delineated in the field and should be avoided during the bridge replacement activities. Since the sites would be avoided there should be no effect to the cultural resources. The project should be permitted to proceed without further archaeological work.

4.8 Cumulative Impacts

This analysis incorporates the analysis of cumulative effects in the Klamath Falls Resource Area RMP/EIS September, 1994 (Chapter 4). These documents analyze most cumulative effects of timber harvest, range management and other related activities. The alternatives would not have cumulative effects on resources beyond those effects analyzed in the above documents. The following supplements those analyses, providing site-specific information and analysis particular to the alternatives considered here.

Reconstructing the bridge would be anticipated to contribute to some degree of restoration and cumulative recovery of the physical and functional nature of the stream and riparian system within the watershed by improving the connectivity of the riparian and stream system. The proposed action would contribute to a decreased quantity of sediment input into the stream system in the long term and would decrease road maintenance required in the long term to meet water quality objectives.

No cumulative negative impacts are anticipated from the proposed action.

5.0 Environmental Consequences-No Action Alternative

5.1 Direct and Indirect Impacts

The No-Action Alternative would have no immediate effect on resources within the project area. However, the no-action alternative would leave the existing structure in place and would not eliminate the potential for structural failure, which would increase over time due to continual deterioration of the wood decking and concrete abutments. Structure failure would cause a moderate amount of sediment delivery to Rock Creek. The channel dynamics would continued to be impaired from flow constriction at the bridge site. Sediment input from the road system would continue during high water events and normal vehicle usage.

5.2 Cumulative Impacts

It should be pointed out that the no action alternative is not a "static" alternative. Implicit in it is a continuation of the environmental conditions and trends that currently exist or are occurring within the project area. This would include trends such as vegetation succession and consequent wildlife habitat changes, road condition / deterioration, rates of erosion, continuation of current road densities, etc.

6.0 Agencies and Persons Consulted

6.1 Public Involvement

A 30-day public comment period will be provided for this Environmental Assessment.

6.2 Interagency Coordination/Consultation

6.2.1 ESA Consultation

Pursuant the Endangered Species Act, consultation was conducted with the U.S. Fish and Wildlife Service (USFWS) on effects of this proposed action to Federally endangered Lost River (*Deltistes luxatus*) and shortnose (*Chasmistes brevirostris*) suckers. The project work will not be awarded until concurrence from USFWS on project affects to listed species has been received. The proposed action was designed to follow the guidance of the Klamath Falls Resource Area Resource Management Plan, which incorporates the ACS objectives within the Northwest Forest Plan.

An affects determination of *May Affect, Not Likely to Adversely Affect* was made for this project's impacts on listed species, Lost River and shortnose suckers (administrative record – fisheries report). Listed species distribution currently does not occur in the reach of Rock Creek directly affected by the bridge replacement. Project activities would be limited to low water periods and soil stabilization including mulching/seeding and application of jute matting is expected to prevent sediment generated from instream work from reaching downstream sucker habitat. Project activities may indirectly affect listed species, improving aquatic habitat downstream of the project site. Project activities would be expected to reduce road surfacing reaching the stream channel. Reductions in road surface inputs to the stream channel would alter channel substrate composition and substrate embeddedness to habitat conditions more favorable to the listed species.

The proposed action would have *No Affect* on any federally listed or proposed terrestrial species known to occur in the vicinity because no habitat for such species would be modified and no such habitat exists within 0.25 mile of these species.

USFWS Concurrence: The U.S. Fish and Wildlife Service concurs with the BLM affects determination on project impacts to the listed Lost River and shortnose suckers (See Appendix C). No further consultation on this project is warranted.

6.2.2 COE/DSL 404 Fill and Removal Permits

DSL/COE Fill and Removal Permits are required if the fill and removal exceeds 50 CY. The estimated amount of fill excavation for bridge replacement would be approximately 130 Cubic Yards. DSL/COE permits would be required for the proposed alternative as the total project volume is greater than fill/removal permit exemption. The BLM will apply for and receive a 404 permit prior to initiation of ground disturbing activities.

6.3 Public Views and Concerns

Copies of the EA document will be available for formal public review in the BLM Lakeview District Office and Klamath Falls Resource Area. Written comments concerning the EA will be accepted for 30 days after the announcement of the availability of the EA appears in the Herald and News, a Klamath Falls, Oregon newspaper.

6.4 List of Recipients

The following have received copies of this environmental assessment:

Grohs Brothers Ranch, Bonanza, OR
Berny Weisgerber, Modoc National Forest, Tulelake, CA
Roger Smith, Oregon Department of Fish and Wildlife, Klamath Falls, OR
Steven A. Lewis, US Fish and Wildlife Service, Klamath Falls, OR
Orland, Gonzales, Fremont National Forest - Bly Ranger District, Bly, OR

7.0 Literature Cited

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USDI-Fish and Wildlife Service. 1994. Proposed Determination of Critical Habitat for Lost River Sucker and Shortnose Suckers. FR. 50 (17): 61744-61759. December 1, 1994.

Appendix A - Figures

Figure 1. Rock Creek Bridge Location Map.

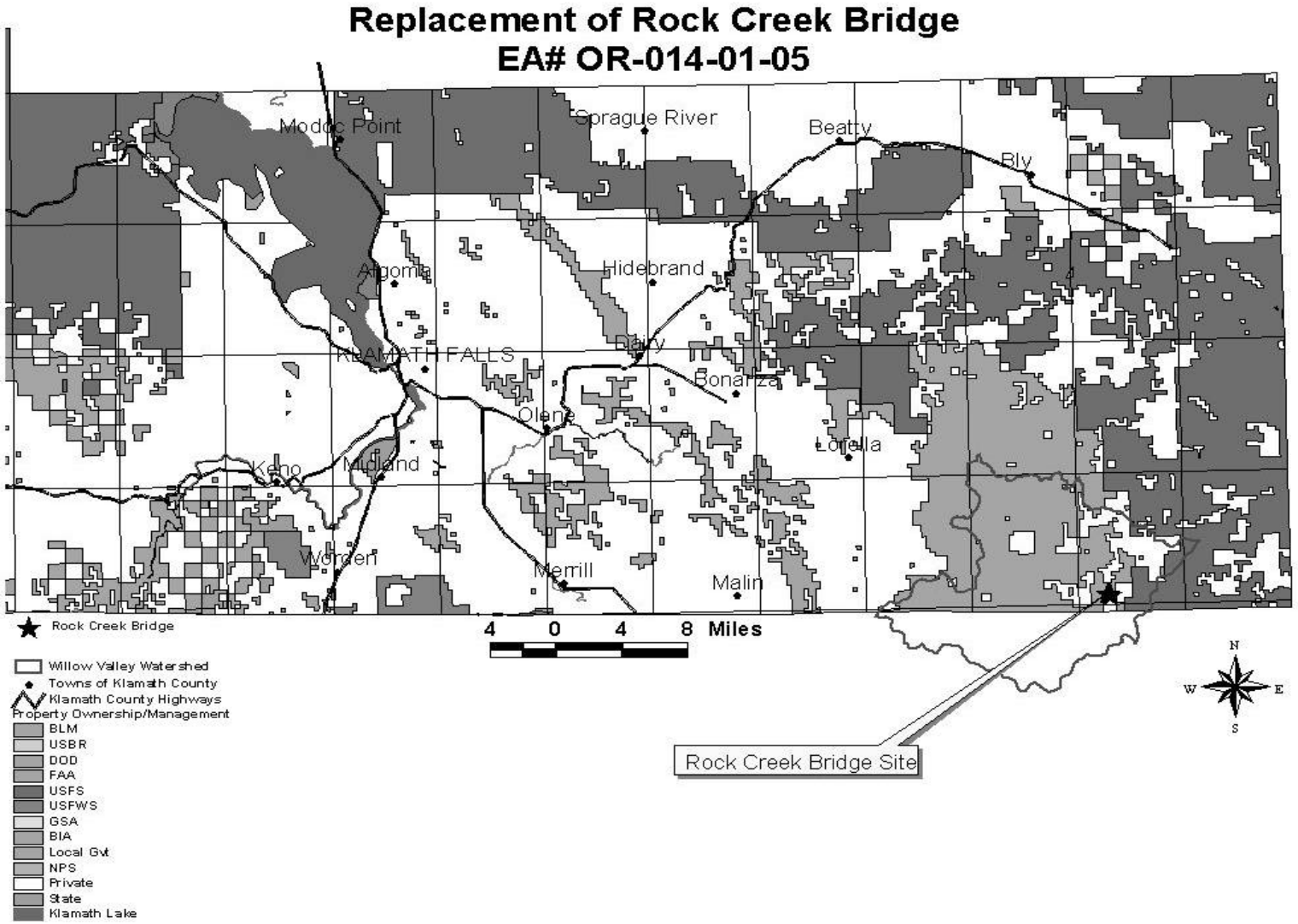


Figure 2. USGS 7.5 Minute Topographic Map Showing Bridge Location

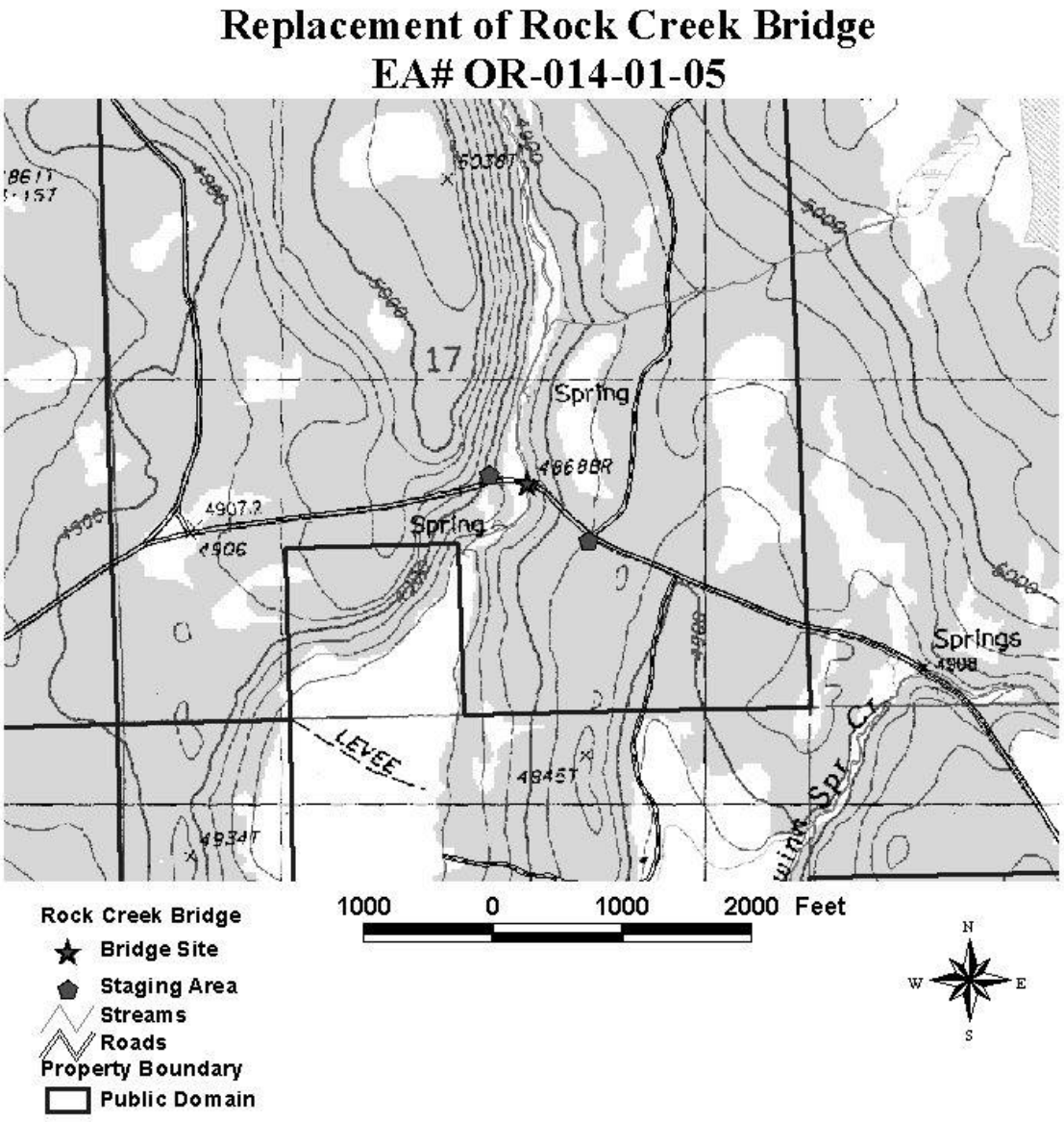


Figure 3. Photograph of the CCC Company 557 – Project No. 46. Combination Cattle Guard and Vehicle Bridge on Yocum Valley Road.

Appendix B. Spill Contingency Plan

Bureau of Land Management
Lakeview District
Klamath Falls Resource Area

SPILL CONTINGENCY PLAN
for the Release Oil and Hazardous Substances

In-Stream Projects

Reference: Oregon Administrative Rule (OAR),
Chapter 340, Division 108

Spill Contingency Plan

Table of Contents

Introduction

The Purpose of this Spill Contingency Plan is to provide the procedures to meet all regulatory requirements while protecting human health and the environment.

Reference: Oregon Administrative Rule (OAR), Chapter 340, Division 108

The Klamath Falls Resource Area of the Lakeview District is currently engaged in a series of ongoing projects designed to improve the stream habitat for fish by placing and constructing in-stream structures, replacing bridges and culverts and by creating pools and channels using excavation equipment. The work generally includes moving logs, boulders, root wads, and gravel; excavating the stream channel and banks; and construction of bridge abutments and placement of logs, boulders, root wads, and gravel as directed by the Government.

These projects require the operation of heavy equipment in or near streams to improve the stream habitat. The work may be accomplished by BLM equipment and personnel or by contractor equipment and personnel.

The release of petroleum products into the soil or stream is the major concern related to these types of projects. Oregon law requires reporting to the Oregon Emergency Response System (OERS) whenever a release of a petroleum product:

1. Produces a visible sheen on water.
2. Exceeds 42 gallons if released into the soil.

The law further requires appropriate response, clean up, and production of spill response reports.

General Requirements

1. This Spill Containment Plan is to be used in conjunction with the District Hazardous Materials Contingency Plan.
2. All personnel involved with this project will review this plan and become familiar with the contents.
3. A Spill Containment Kit (SCK) will be located at the project site whenever equipment is working in-streams at the project site. Personnel at the site will be trained in the use, deployment, and disposal of the components of the SCK.
4. The SCK must be designed for use with petroleum products, and must contain, as a minimum, the following items:
    a. Two bales (100 pads/bale, of absorbent pads, minimum of 17"x19"x1/4")
    b. Gloves (PVC and Latex), goggles, and garbage bags.
5. If there will be sufficient stream flow when the instream work will occur to support use of the following booms and sweeps, they must also be included in the SCK:
    a. Two packages (four booms/package, of 8"x 10'absorbant booms)
    b. One absorbent sweep (minimum of 18"x 100').

Response Priorities

Priorities during an incident response will be:

1. Protection of employee and public health and safety.
2. Protection of natural and environmental resources.
3. Compliance with Federal and State regulations, BLM Policy, and District Spill Contingency Plan requirements.

Emergency Response Procedures

If a spill or release occurs, the COR/PI will assume the role of Incident Commander (IC). The IC will take immediate action to accomplish the following:

1. Protect employee health and safety.
2. If the spill or release occurs in the waterway, remove the machine from the waterway. If this action is not feasible, immediately shut down the equipment. The operator will take immediate action to stop the flow of the material being released. Other personnel will begin placing the booms, pads, and sweep downstream from the spill.
3. If the spill or release occurs into the soil, take action to prevent the spilled material from reaching the waterway by constructing dike or a berm around the spill, using absorbent pads to contain and mop up the spill as needed. Extreme care must be taken to prevent excessive damage to the environment as a result of the spill containment measures.

The IC will contact the Klamath Falls Office Hazardous Materials Specialist (HMS) or the Lakeview District HMS as soon as practical and provide the following information:

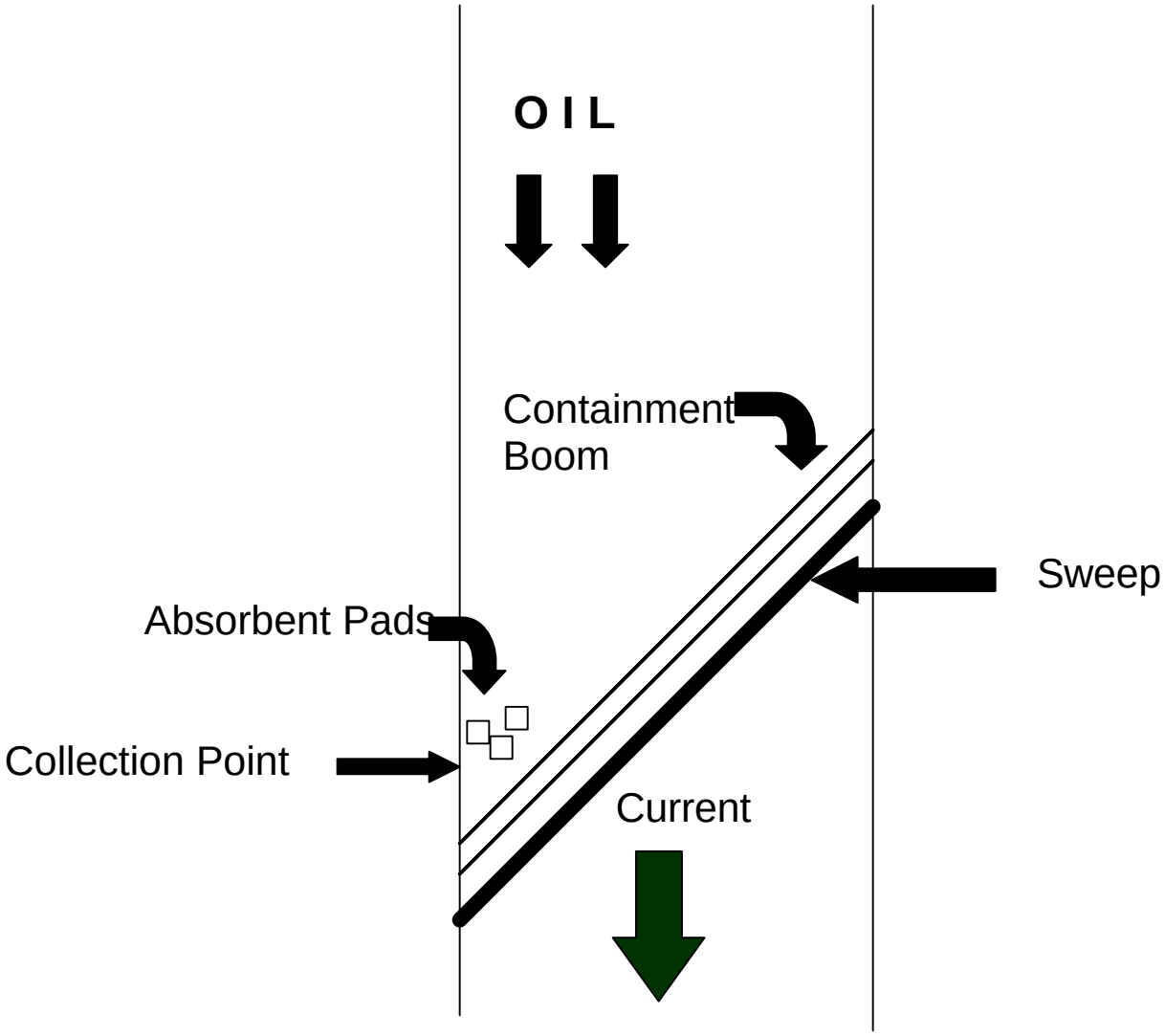
1. Location by site name provided on the project site map.
2. Medical assistance if required. If none, so state.
3. Brief description of the spill and affect on the environment.
4. Request for additional assistance if needed.
5. Other information that may be critical.

Upon notification of a spill or release, the HMS will take the following actions:

1. Contact the IC to obtain additional information to assess the situation.
2. Based on the assessment, contact the Emergency Response Contractor (ERC) and request an immediate response.
3. If, based on the information provided, it cannot be determined that the ERC is needed, immediately go to the site and make a determination.
4. After arrival at the site, assume the role of IC and determine if men, equipment, and supplies at the site can handle the response. If so, the ERC will not be required. If additional assistance is required, contact the ERC and request an immediate response.
5. Make arrangements to have the ERC met by a BLM employee and led to the site.
6. If the spill or release is into the soil and exceeds 42 gallons or results in a visible sheen on the water, REPORT the incident to the Oregon Emergency Response System (OERS) and the National Response Center (NRC)
7. Document all actions taken in response to the incident.

SPILL RESPONSE DIAGRAM

Deploy boom across river at an angle similar to the diagram. The deflection angle will vary depending on the speed of the current. The faster the current, the steeper the angle. Try to place the collection point in an area accessible by vehicles to speed up the clean up effort.
Place the absorbent pads at the collection point to pick up the spilled material.
Place sweep below the containment boom.
The Emergency Response contractor will complete additional cleanup if required. The Incident Commander may require additional actions.



Sample Contract Specifications

Oil and Hazardous Materials Spills and Releases

The contractor shall develop a modified Spill Prevention, Control, and Countermeasure (SPCC) Plan. The SPCC Plan will be reviewed and accepted by the Contracting Officer prior to initiating project work. The SPCC Plan shall as a minimum, contain the following:

- Response priorities
- Contractor representative in charge
- Duties of contractor personnel
- Contractor emergency response procedures
- Contents of Spill Containment Kit (SCK)
- Spill response diagram

Upon request, an example of a SPCC may be obtained from the Klamath Falls Hazardous Materials Specialist.

The contractor shall have a Spill Containment Kit (SCK), as described in the SPCC on-site during any operation and provide training to employees on how components of the SCK are used. The SCK must be designed for use with petroleum products, and must contain, as a minimum, the following items:

- Two bales (100 pads/bale, of absorbent pads, minimum of 17'x19"x1/4")
- Gloves (PVC and latex), goggles, and garbage bags

If there will be sufficient stream flow when the instream work will occur to support use of the following booms and sweeps, they must also be included in the SCK:

- One absorbent sweep (minimum of 18"x100'x3/8")
- Two bales (4 booms/bale, of 8"x10' absorbent booms)

During contractor operations on lands managed by the BLM, in the event of a release as defined in Oregon Administrative Rules (OAR), CHAPTER 340, DIVISION 108, HAZARDOUS WASTE MANAGEMENT, the contractor shall immediately implement the SPCC Plan and notify the on-site Government Representative. The contractor shall implement the emergency response actions described in the SPCC Plan. Those actions include, but are not limited to, immediate action to protect employee health and safety, immediate action to stop the flow of product from the equipment, removal of equipment from the waterways if required and/or possible, deployment of the absorbent booms and pads downstream from the equipment, and any other actions directed by the on-site Government Representative. The contractor shall be responsible for cleanup/removal and proper disposal of contaminated materials from the site.

If the Klamath Falls Hazardous Materials Specialist (HMS) or the Lakeview District HMS determines that additional resources are needed, the HMS will implement the District's Hazardous Materials Contingency Plan and the District Spill Containment Plan.

The contractor shall not be responsible for any costs associated with this level of effort. The Government Representative will function as Incident Commander until relieved by the HMS or his/her representative.

In addition to any other legal remedy available to the Government, if it is determined by the Contracting Officer that the Contractor was negligent at the time of the release, all costs associated with the release that are incurred by the Government will be the responsibility of the Contractor. The amount of actual damage will be deducted by the Government from the amount due the Contractor prior to final payment.

Appendix C. USFWS ESA Determination Letter of Concurrence

DRAFT

To: Area Manager, Klamath Falls Resource Area, Bureau of Land Management, Klamath Falls, Oregon.

From: Project Leader, Klamath Falls Fish and Wildlife Service Office, Klamath Falls, Oregon.

Subject: Replacement of Rock Creek Bridge on Stateline Road.

The U.S. Fish and Wildlife Service has reviewed the proposed project for replacement of Rock Creek Bridge. The Service concurs with the BLM affects determination on project impacts to the listed Lost River and shortnose suckers. No further consultation on this project is warranted.

An affects determination of *May Affect, Not Likely to Adversely Affect* was made for this project's impacts on listed species, Lost River and shortnose suckers. The described circumstances, including limited distribution and project design, would be expected to result in minimal affects to listed species downstream. Indirect affects to listed species may occur, due to improved downstream aquatic habitat conditions occurring over the next several years.

If you have questions regarding the memorandum, please contact Ron Larson at (541) 885-8481.

Signature:_____Date:_____