USDA United States Department of Agriculture
Forest Service
Nez Perce-Clearwater National Forests
Forest Supervisor's Office
903 3rd Street
Kamiah, ID 83536
Grangeville Office 208-983-1950
Orofino Office 208-476-4541

File Code: 1950
Date: May 1, 2014

Dear Planning Participant:

We will be considering the enclosed project proposals and conducting environmental analyses on them in the near future.

You are being notified of these proposals because you have expressed interest in projects on the Nez Perce-Clearwater National Forests.

The Lochsa, Moose Creek, North Fork, Palouse, Powell, Red River, and Salmon River District Rangers have made preliminary assessments that the following projects fall within a category of actions listed in 36 CFR 220.6, thereby excluding them from documentation in an Environmental Assessment (EA) or an Environmental Impact Statement (EIS). Please feel free to offer your comments regarding them.

Thank you for your continued participation in projects involving the Nez Perce – Clearwater National Forests.

Sincerely,

Rick Brazell

RICK BRAZELL
Forest Supervisor
Nez Perce – Clearwater National Forests

Enclosures: Maps of Project Sites

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Information Regarding Public Comments

Please review the following proposals and submit your site-specific comments as described below so they can be included in our analyses for the projects.

Your comments will be most useful if submitted by May 31, 2014.

If you have any questions or would like additional information regarding these projects, please contact Linda S. Helm, Small NEPA Coordinator at (208) 935-4285. Forest Service business hours are 7:30 a.m. to 4:30 p.m. (PST), Monday through Friday, excluding Federal holidays. Written comments should either be mailed or hand-delivered to her at the Nez Perce – Clearwater National Forests Supervisor's Office, 903 3rd Street, Kamiah, Idaho 83536 or submitted *via* facsimile transmittal to her at (208) 935-4275. Electronic mail comments should be submitted in rich text format (.rtf), Word (.doc - **preferred**) or portable data format (.pdf) to comments-northern-nezperce@fs.fed.us.

If you choose to comment on the proposals, please include the following: (1) your name, address, and (if possible) your telephone number, and organization represented (if any); (2) title of project; and, (3) specific facts and relevant rationale you feel should be considered. **Please do not submit "boiler-plate" objections that are not specific to the particular projects.**

Comments received in response to this solicitation, including names, telephone numbers, addresses, and electronic mail addresses of those who comment, will be considered part of the public record and will be available for public inspection. Comments submitted anonymously will be accepted and considered. Additionally, pursuant to 7 CFR 1.27(d), any person may request this Agency to withhold a submission from the public record by showing how the Freedom of Information Act (FOIA) permits such confidentiality. Persons requesting such confidentially should be aware that, under the FOIA, confidentiality may be granted in limited circumstances. The Forest Service will inform the requester of the Agency's decision regarding the request for confidentiality and the options available (see 7 CFR 1.27 for further information).

Project Proposals

Lochsa Ranger District

Gopher Baiting

Proposed Category: 36 CFR 220.6(e)(6): *Timber stand and/or wildlife habitat improvement activities that do not include the use of herbicides or do not require more than 1 mile of low standard road construction.*

Legal Coordinates of Project Site:

Stand Number	Acres	Township	Range	Section	Subwatershed
520-05-117	23	T33N	R6E	12	Placer Creek
520-05-191	10	T33N	R6E	12	Walde Creek
520-05-197	36	T33N	R7E	6	Walde Creek
520-05-198	16	T34N	R7E	31	Walde Creek
520-05-199	16	T34N	R6E	36	Walde Creek
520-05-200	12	T34N	R6E	36	Walde Creek
520-05-201	9	T34N	R6E	36	Walde Creek
520-05-202	15	T34N	R7E	31	Walde Creek
520-05-203	2	T34N	R7E	31	Walde Creek

Background: Damage to conifer seedlings by pocket gophers is a major factor limiting reforestation success in the western United States. Pocket gophers can seriously affect conifer regeneration up to 10 years after planting. The most serious damage, however, occurs within the first, second or third years. Regeneration surveys have determined that stocking levels can be reduced by as much as 50 to 75 percent in stands with high levels of pocket gopher activity.

Gophers commonly injure seedlings by pruning the roots and by girdling or clipping the stems. When stems are 0.5 inches or less in size, gophers may pull planted seedlings into their tunnels from below, leaving little evidence of the tree's existence above ground. Root pruning in plantations may go unnoticed until the tops turn brown from summer drought or until normal appearing seedlings tip over at odd angles.

Narrative Summary: Experience and research have shown that below ground hand baiting is the safest, most effective, and practical means of controlling damaging pocket gopher populations in the forest environment. Strychnine does not accumulate in living organisms and it breaks down rapidly in the environment, where it is subject to decomposition by microorganisms into non-toxic chemical elements. Research suggests a half-life for the strychnine in the bait of from two weeks to one month. Strychnine treated bait begins to mold within 10 to 14 days under average soil moisture conditions; after that time period, the bait becomes unpalatable to rodents.

Project Design Specifications/Equipment: This proposal would suppress pocket gopher populations by hand-placing poison bait underground on approximately 139 acres. The EPA approved rodenticide for treating pocket gophers below ground is 0.5 percent strychnine alkaloid treated steam-rolled oats (EPA Registration Number 56228-20). One teaspoon of the oat bait is deposited below ground directly into the gophers' burrows. Treatment application rates of $1/8^{th}$ to 1 pound of bait per acre is usually adequate but may be increased up to 2 pounds per acre in heavily infested stands.

The proposed gopher treatment would be performed by contract, and the contractor must be licensed by the State of Idaho as a professional pesticide applicator. The grain bait would be kept in a well-marked locked container while not in use. Transferring bait to dispensing containers would be done over plastic sheets. Bait dispensers would have covers to prevent spillage. The grain would be deposited in the underground

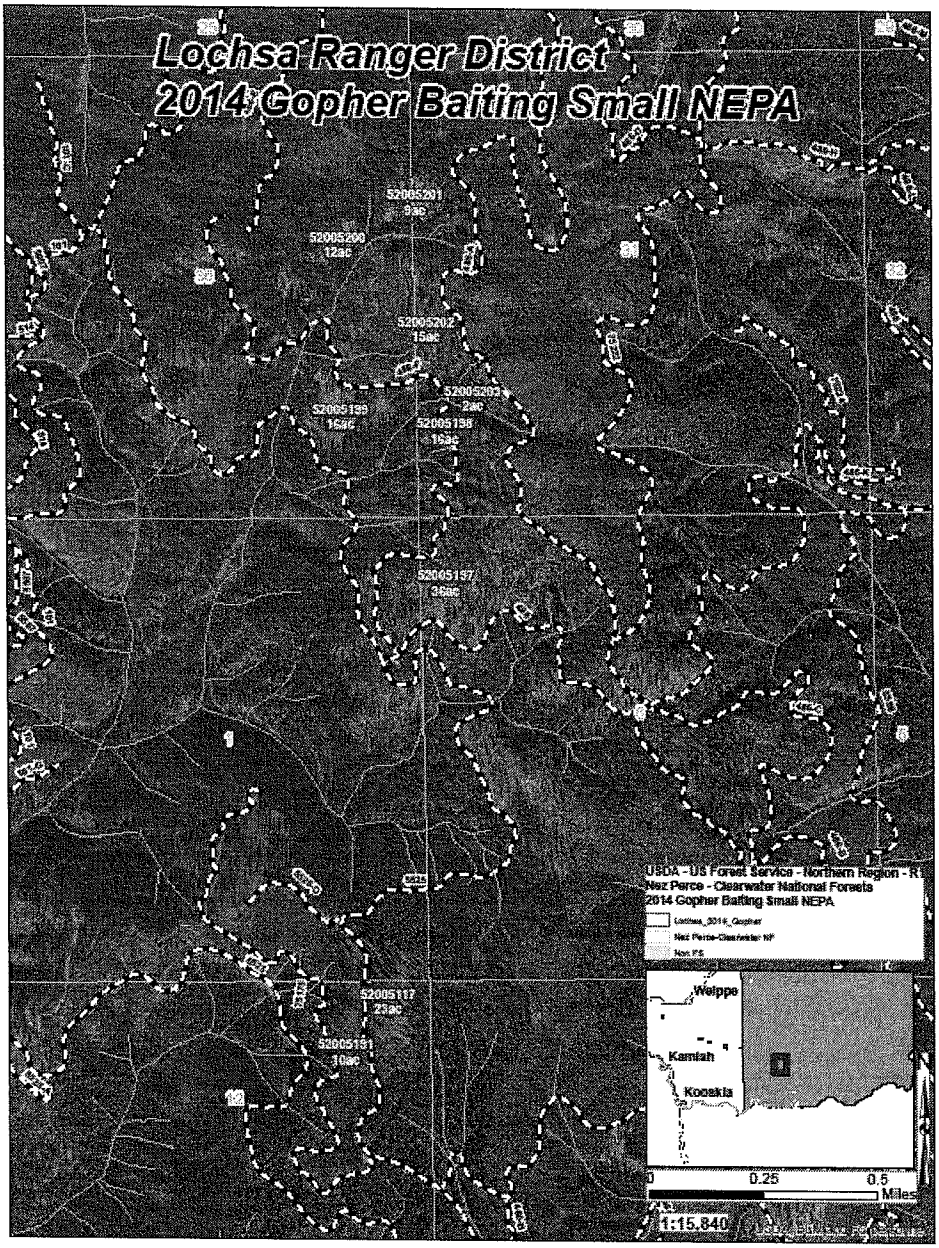
burrows through a hole made in the top of each burrow, which would be immediately covered up. Treatment would be suspended when soils were wet or heavy rain was predicted.

Gopher treatment would generally follow INFISH/PACFISH buffers of 50 to 300 feet but in *no* case would treatment be closer than 15 feet of any open water. To provide additional protection to listed anadromous and resident fish species and other aquatic-dependent resources in the Clearwater and Lochsa River drainages, no strychnine-laced oats would be applied within 25 feet of the stream banks, of any live water, within areas of saturated soils or during periods when heavy precipitation was forecasted. No bait would be stored within 200 feet of any water source.

Project Implementation: Treatments would begin in early July when soil conditions were still moist but not saturated. Most contractors can treat between 50 – 100 acres per day depending on unit size and the amount of pocket gopher activity. The Forest has over 20 years of experience in treating for pocket gopher damage and no problems are anticipated with this project.

Project Information: For additional information regarding this project, please contact the project proponent, Silviculturist Marc Valencia, at 208.875.1721.

Map of Gopher Baiting Sites



Moose Ranger District

Gedney Creek Bridge Repairs

Proposed Category: 36 CFR 220.6(d)(4) *Repair and maintenance of roads, trails, and landline boundaries.*

Legal Coordinates of Project Site: T31N, R9E, Section 3, NE ¼ (Boise Meridian).

Background: The Gedney Bridge on the Selway Road, National Forest System Road (hereinafter referred to as "NFS Road") 223, has been listed as a "Scour Critical Bridge" due to the possibility of failure to the existing structure from scour potential. Gedney Creek has started to erode material away from the upriver pier (Pier 2) on the bridge, exposing the footing. This erosion has reduced the effectiveness of the bridge footing, and has also affected the long term stability of the bridge. The bridge is currently stable but periods of high flows could undermine the footing, which is why the bridge is listed as "Scour Critical."

Narrative Summary: The Moose Creek District Ranger proposes to repair the bridge to prevent further damage to it.

Project Design Specifications/Equipment: Riprap would be set around Pier 2 (upriver pier) existing bridge piers to stabilize the footings limit future scour/erosion concerns at the site. Ground disturbance would be at Pier 2 of the existing bridge. An excavator would 'seat' new riprap around the pier by minimally scraping a hole in the existing ground to position the riprap and lock it in place. It is estimated that a maximum of 12 inches of excavation would be required. More riprap would be placed from the pier toward the bridge abutment, approximately half way up the stream bank. At Pier 1 (downriver pier), existing rock would be repositioned to protect the pier but no excavation would be required.

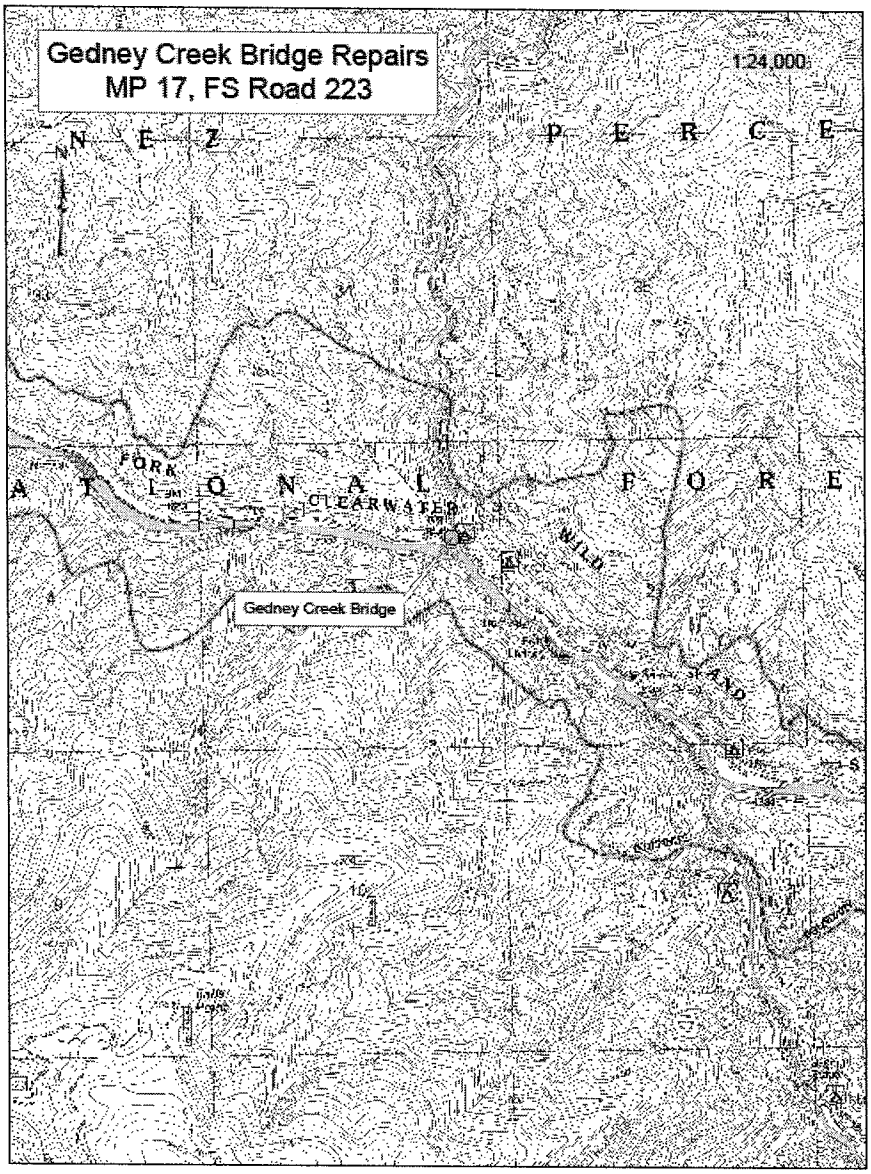
Dump trucks would be used to haul riprap to the site and an excavator would place the riprap under the bridge. NFS Road 223 would not have to be closed during this project, though the Forest Service would temporarily close the dispersed campsite at the Gedney Creek trailhead.

Gedney Creek would be diverted during in-stream work on the piers. It is not expected that the stream would require complete dewatering. Coffer dams with sandbags would be used to divert water around the active work area. This project would be performed in periods of low flows, thus aiding in the prevention of diversion; the piers would not be in the flows during this time. It is expected that all riprap placement would be completed in two weeks. In-stream work would last three or four days.

Project Implementation: The preferred time of construction would be August to September 2014.

Project Information: For additional information regarding this project, please contact the project proponent, Civil Engineer Lynelle Knehans at 208-476-8260.

Map of Gedney Creek Bridge Repairs Site



North Fork Ranger District

Wall Creek Culvert Replacement

Proposed Category: 36 CFR 220.6(e)(7) *Aquatic habitat structure repair.*

Legal Coordinates of Project Site: NW of NW of T40N, R9E, Section 18 (Boise Meridian).

Background: In the spring of 2011, the culvert passing Wall Creek under NFS Road 712, became blocked and partially blew out much of the fill over and next to the culvert, with a substantial amount of the flow from Wall Creek traveling down and severely rutting NFS Road 712. In the fall of 2012, some of the fill was pulled from the culvert and the road rutting became congested. This resulted in the spring runoff of 2013 moving only a minimal additional amount of fill alongside the culvert. Wall Creek enters Quartz Creek only a few feet downstream of the NFS Road 712 crossing.

This site is within a mile of the Quartz Creek slide, a large landslide that dammed Quartz Creek during the 1995-96 winter and closed road access on NFS Road 711, below its junction with NFS Road 712. Road access to this area is *via* NFS Road 711 from the Cold Springs/Kelly Work Center side; it is a long and difficult route, making timber sales economically questionable. NFS Road 712 above the culvert accesses some old timber sales, and there has been interest in returning for thinning or other harvest but there are no specific plans to do so at this time.

Wall Creek has a few westslope cutthroat trout in the lower few hundred meters but no bull trout due to its size and steepness. Quartz Creek, however, is bull trout critical habitat above and below the Wall Creek confluence. A few bull trout have been observed in lower Quartz Creek over the years but there is no spawning habitat in the vicinity below Wall Creek.

Narrative Summary: The Forests would like to be able to access the area for Forest management (including siviculture surveys), potential fire patrols/suppression, and public access.

Project Design Specifications/Equipment: This project would consist of removing the existing 48" diameter culvert and replacing it with a 117" x 79" x 36-40' CMP (PipeArch) with substrate retention baffles for aquatic organism passage.

NFS Road 712 is impassable at this site and would be closed during construction. Excavators and dump trucks would be used to remove the existing road fill and old culvert, and to install the new culvert.

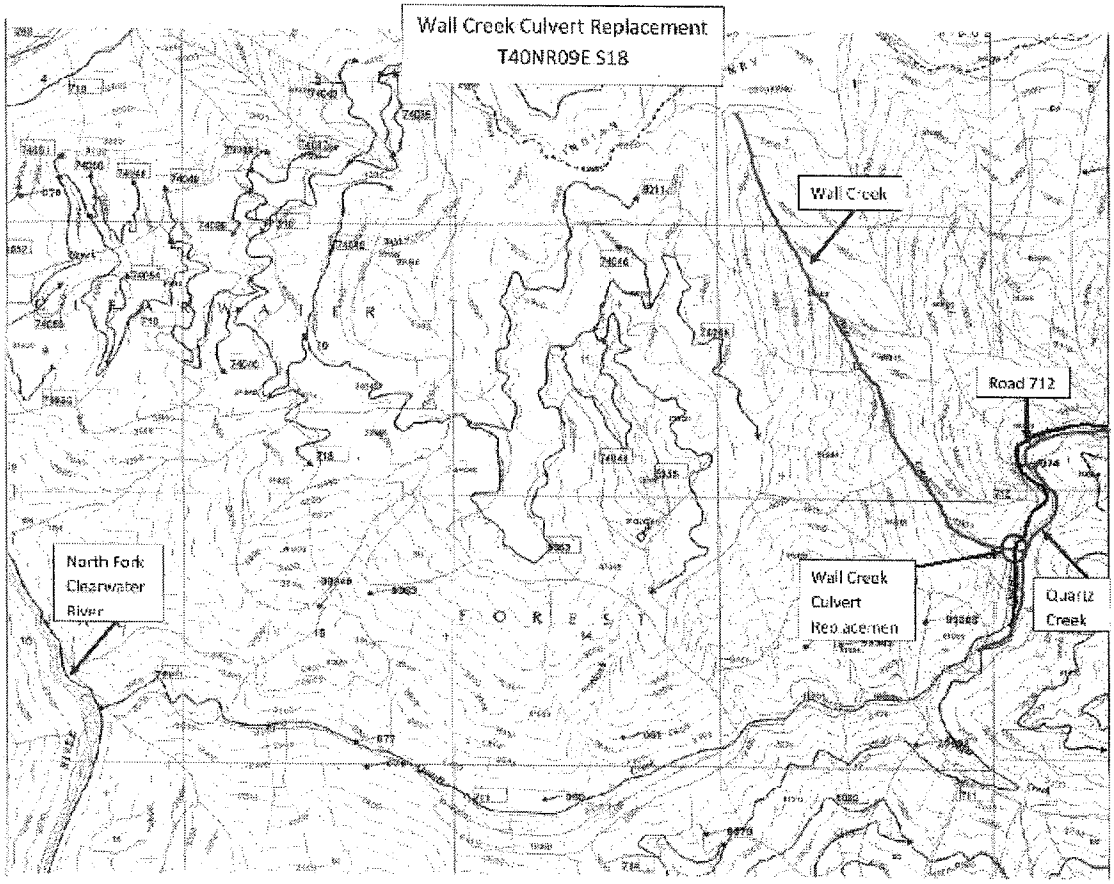
The new culvert would be over-sized to accommodate a minimum of the 100-year stream flow event. This larger structure would minimize risk failure by reducing the risk of blocking by bedload and woody material moving downstream in the steep channel in a landslide prone area. Minimizing failure risk would also reduce the risk of unwanted sediment input into streams, which can negatively affect aquatic habitats. Long term maintenance costs would also be reduced because debris is not likely to block the inlet of the larger structure.

This portion of NFS Road 712 is currently open seasonally (6/15 to 10/1) in the access guide; however, it has been unusable since the spring of 2011.

Project Implementation: The project would occur during the low water flow period generally between July and the end of September. It is estimated that the work would take two to three weeks to complete.

Project Information: For additional information regarding this project, please contact the project proponents, Hydrologist Anne Connor at 208.476.8235 or District Engineer Travis Mechling at 208.476.8210.

Map of Wall Creek Culvert Replacement Site



Palouse Ranger District

Green Horn Gulch

Proposed Category: 36 CFR 220.6(e)(3) *Approval, modification, or continuation of minor special uses of NFS lands that require less than five contiguous acres of land.*

Legal Coordinates of Project Site: T 42N, R2 W, Sections 10, 15 (Boise Meridian).

Background: Potlatch Corporation is requesting a Road Use Permit to access newly acquired lands.

Narrative Summary: The Forest Service and Potlatch Corporation have a cost share agreement for NFS Road 4752 from Junction Road 447 to Mile Post 2.36. The road is currently closed to full size vehicles but is open seasonally to ATV's. The closure is designated as S/W (soil and water). NFS Road 4752 is a NFS Road/Trail 8245. Trail 333 (single track motorized) crosses NFS Road 4752 and Road 4752-B. The road is a maintenance level 2, aggregate surfaced road. The road would need standard maintenance in the form of light brushing and grading to allow for timber haul.

Potlatch Corporation is requesting to use NFS Road 4752 past the cost share portion from Mile Post 2.36 to Mile Post 3.36, a distance of one mile, and a segment of road 4752-B for 0.09 miles to access newly acquired land in section 10.

Project Design Specifications/Equipment: The work would be done under a road use permit between the Forest Service and Potlatch. Potlatch would be responsible for all road maintenance to open and close the road for hauling purposes. Drainage features would be maintained and rolling dips built, as necessary, to provide positive drainage.

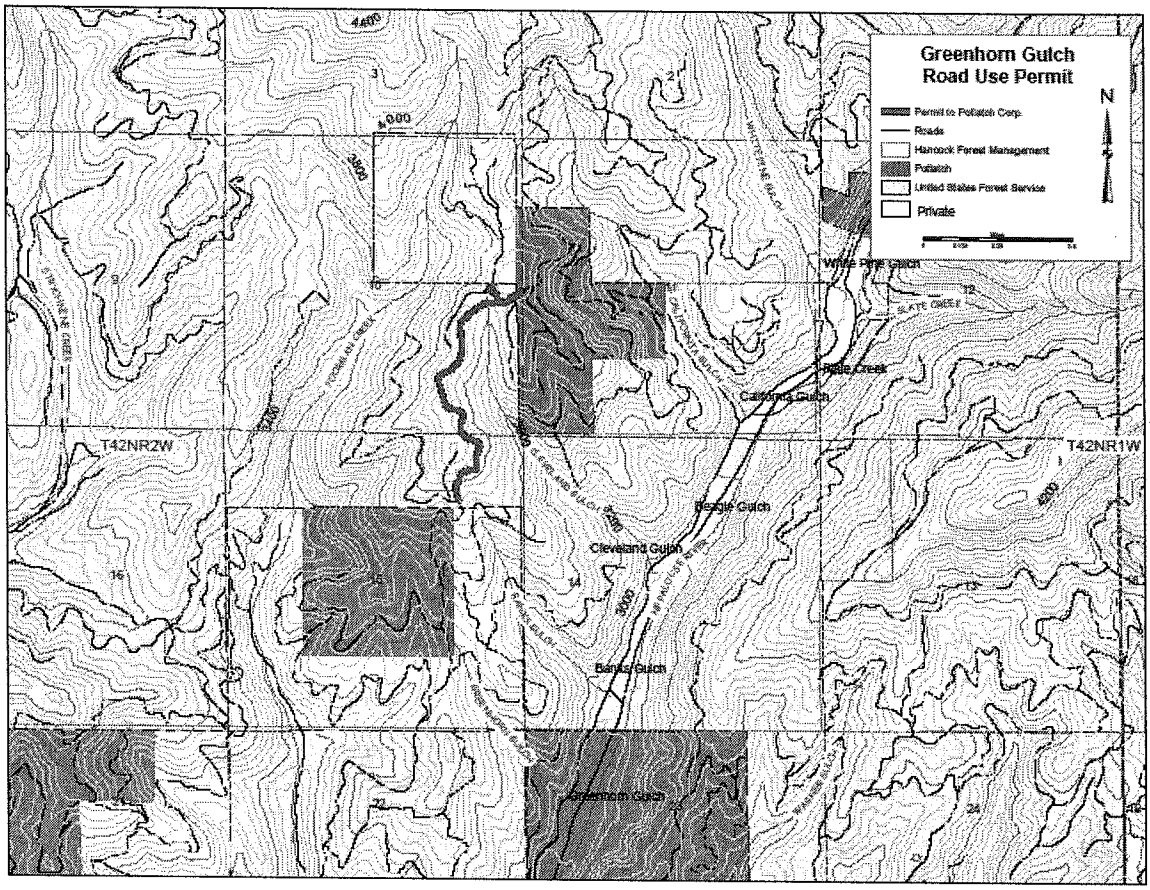
Equipment used for these purposes would be road maintenance equipment; e.g., graders, mechanical brushers, etc. The only road grading performed would be that which allows for safe log haul on National Forest System Lands. Approximately 1.5 MMBF will be harvested from this area.

The road would be used by Potlatch Corporation for vegetation management purposes, and would be adequately signed to keep it closed to other full-sized vehicles not associated with Potlatch operations. ATV and recreation access would also be prohibited as other trail routes are available near the project area. Potlatch would submit a sign plan approved by the Forest Service as a condition of the road use permit. No operations would occur on weekends when high Recreation use is expected. Forest Service System Trails would be protected during use by Potlatch Corporation.

Project Implementation: The work would begin in July 2014, and would continue during the 2014 and 2015 field seasons. No winter operations would occur in this area.

Project Information: For additional information regarding this project, please contact the project proponent, Civil Engineer David Ratliff at 208.875.1718.

Map of Green Horn Gulch Site



Powell Ranger District

Fish Lake Airstrip Maintenance

Proposed Category: 36 CFR 220.6 (d) (3) *Repair and maintenance of administrative sites.*

Legal Coordinates of Project Site: T35N, R11E, Section 34 (Boise Meridian).

Background: Fish Lake Airstrip is one of three public airstrips in the Selway-Bitterroot Wilderness (hereinafter referred to as "SBW"). The airstrip is used by the public for recreational access to the SBW and by the Forest Service for administration of the area. Fish Lake Airstrip was in use when the SBW was designated as Wilderness in 1964 and is permitted for continued use as authorized by Section 4(d)(1) of the Wilderness Act. The SBW General Management Direction specifies that Fish Lake Airstrip will function as an internal portal for users pursuing Wilderness-dependent activities.

Narrative Summary: For a number of years, airstrip maintenance at Fish Lake has been deferred and mostly reactive, leading to degraded conditions and occasional short term closures of the airstrip.

The following conditions need to be addressed to improve the functionality and safety of the airstrip:

- The existing runway (2,745 feet) has become shorter than the historic length, due to improper mowing on one end of the runway. This has limited the available takeoff room. Density altitude is an issue at the airstrip and extension of the runway would improve the safety of the airstrip.
- Elk wallows have created large holes on the airstrip. Some of these holes have been filled with coarse gravel, which has created deep soft spots that are attracting rodents. To avoid these holes, pilots have created a makeshift runway (now rutted) off to the north side of the airstrip.
- Rodent activity has escalated so that nearly a third of the runway is covered with small holes.
- The two drains on the northwest edge of the airstrip are no longer functioning properly, creating boggy conditions that are restricting use of the full width (150 feet) of the runway area. The runway width is limited to approximately 50 feet. The boggy conditions are contributing to the ruts on the north edge of the airstrip.
- The segmented circle has been overgrown for decades. Trees and brush have invaded the circle obstructing its view for pilots.
- Young evergreens are growing between the north windsock and the runway affecting windsock visibility and function.
- Approach "T" on Runway 22 is in good condition but needs painting to increase visibility. The marker is hidden in long grass and is not immediately visible.
- The airport designator circle is also in good condition but needs mowing, sweeping, and painting to increase visibility.
- A sign and visitor registration box placed on the windsock pole may be affecting the pole's swing and needs to be moved.

Project Design Specifications/Equipment: Deferred maintenance on the Fish Lake Airstrip would be accomplished by manual labor with the use of hand tools (shovels, pick-mattocks, rock bars, wheelbarrows, etc.) and equipment pulled by horses and/or mules.

The project would be completed by volunteers, contract, and force account workers. Fixed wing aircraft landing at Fish Lake Airstrip would transport the equipment to the worksite. Horses and mules would travel to the site *via* the Boulder Creek Trail from the trailhead at Wilderness Gateway. Personnel and other equipment needed for the project would be transported by either land or air.

Runway Surface Maintenance: During runway maintenance, the following tasks would be performed:

- Re-establishment of the runway to historic length by mowing to extend the runway closer to the Fish Lake cabin. It is believed the current runway could be extended to 3,100 feet without encroaching upon the cabin.
- Elk wallows would be filled with dirt from a barrow site using stock and/or wheelbarrows, and seeded with natural grasses.
- Rodents would be removed from the "cabin end" of the runway environmentally approved rodent bombs.
- French drains would be installed to improve boggy conditions on the northwest edge of the airstrip and allow for full use of the 150 feet runway width. The equipment used for the installation would be pulled by horses and/or mules.

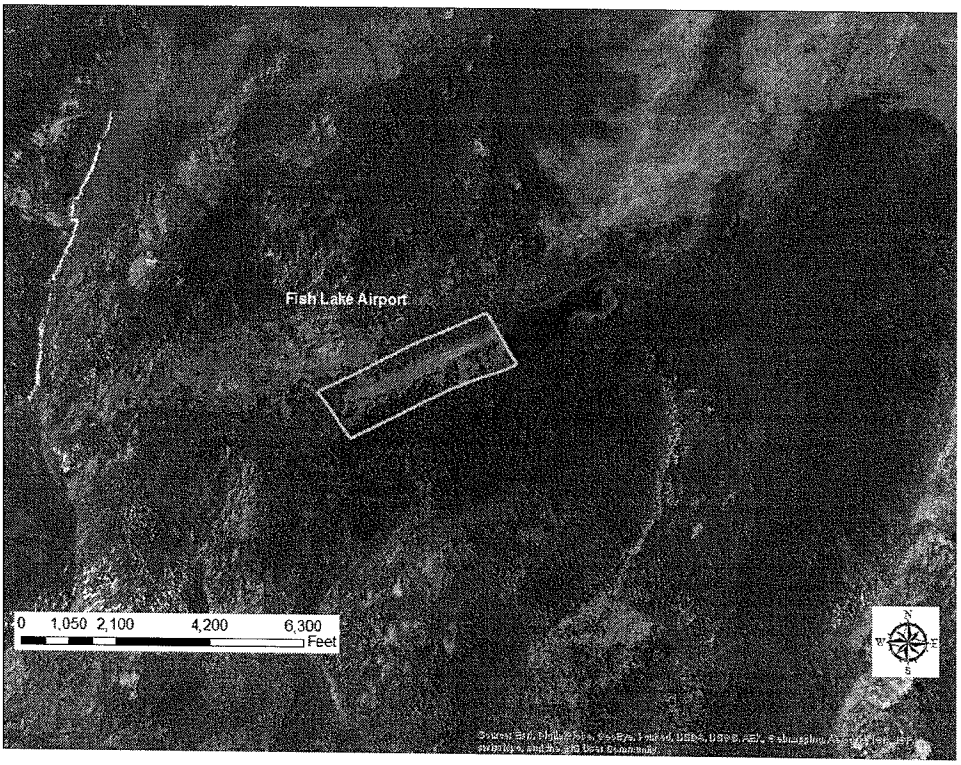
Peripheral Runway Maintenance: During runway maintenance, the following tasks would be performed on the accessory attributes to the runway:

- Trees and brush would be cleared from the segmented circle using primitive tools. The segmented circle would also be painted.
- Trees growing between the north windsock and runway would be cleared using primitive tools.
- Approach "T" on Runway 22 would be painted.
- The airport designator circle would be mowed, swept, and painted.
- The sign and registration box on the north windsock pole would be moved to one of the wooden signs.

Project Implementation: Project work would occur between June and September of 2014, once the area is accessible by land and air.

Project Information: For additional information regarding this project, please contact the project proponents Region 1 ATGS Coordinator Mike VanderPas at 208.983.8583, Natural Resource Specialist Katie Knotek at 208.942.0302 or Engineer Stephan Frazier at 208.926.6408.

Map of Fish Lake Airstrip Maintenance Site



Red River Ranger District

Laurel Inholding Access

Proposed Category: 36 CFR 220.6(e)(3) *Approval, modification, or continuation of minor special uses of NFS lands that require less than five contiguous acres of land.*

Legal Coordinates of Project Site: T28N, R9E PB 40 (Boise Meridian).

Background: Laurel Property is a private property inholding of approximately 38 acres owned by the Idaho Forest Group. It abuts existing NFS Road 9822 ("French Gulch").

Narrative Summary: The Idaho Forest Group has requested long term special use authorization to construct 25 to 100 feet of new road across National Forest Service lands to access the Laurel inholding.

While the subject land parcel abuts NFS Road 9822, access is being requested from the Forest Service so that the approach road may be positioned to minimize damage to the existing cutslope of NFS Road 9822, and to ensure that the approach road is outside the stream influence area of a nearby dry (possibly ephemeral) draw.

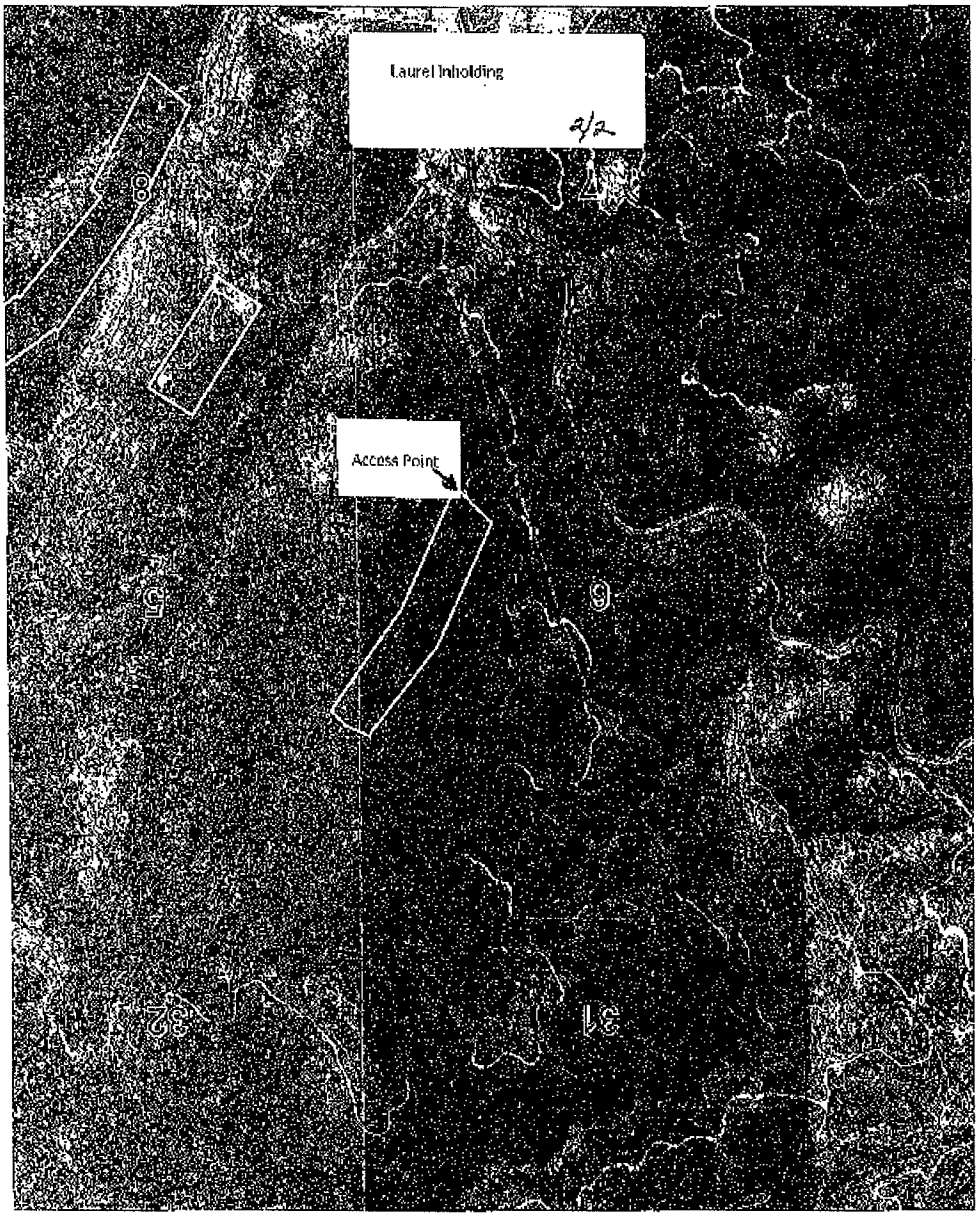
Project Design Specifications/Equipment: Approximately 50 to 75 feet of roadway across NFS lands would be constructed to access the inholding. The constructed roadway would be 14 feet wide, single lane, with a gravel surface.

The approach onto NFS Road 9822 would require the installation of a metal culvert in the existing ditch line to prevent impediment to the ditch function. Any NFS timber that would be removed road construction would be decked for subsequent removal by the Forest Service. Remaining slash would be windrowed at base of any fill slope or disposed on the private inholding.

Project Implementation: Because proponents would like to use the property as soon as practical after receiving proper permit issuance, it is anticipated that this construction would take place in September 2014.

Project Information: For additional information regarding this project, please contact the project proponents Special Use Administrator Molly Puchlerz at 208.942.0303 or Forest Engineer Joe Bonn at 208.983.7002.

Map of Laurel Inholding Access Site



Southern Nez Perce Trail Brushing

Proposed Category: 36 CFR 220.6(d)(4) *Repair and maintenance of roads, trails, and landline boundaries.*

Legal Coordinates of Project Site: Boston Mountain Quad T28N, R11E, Section 32; and, Spread Point Creek Quad T28N, R11E, Sections 27-28, 32-26 (Boise Meridian).

Background: The prehistoric and historic Southern Nez Perce Trail route between Granite Springs and Poet Creek Campground has not been clearly passible by pedestrian and horse traffic for many years. The trail tread has been overgrown with

brush, small trees, and dead fall preventing its use. Due to many years of non-use, the trial tread is becoming indistinct and fading from view.

Narrative Summary: The proponent would like to brush out the Southern Nez Perce Trail (approximately five miles in length) between Granite Springs and Poet Creek Campground, along the north side of the Montana Road. This would provide a width passable for pedestrian and horse traffic.

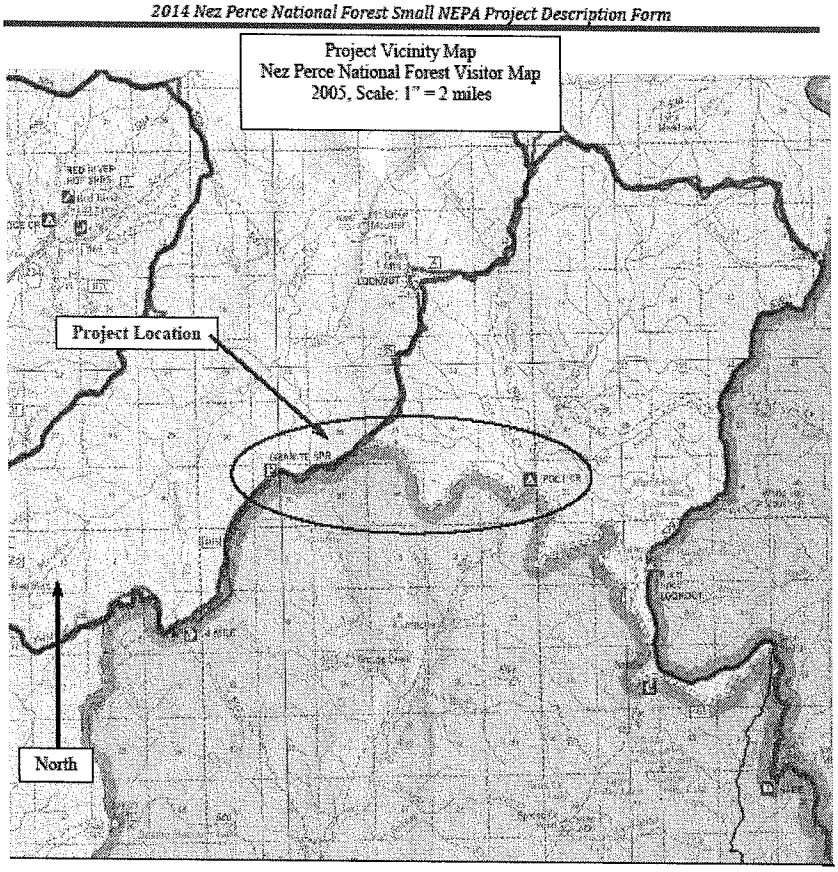
Project Design Specifications/Equipment: A small group of volunteers (which may include Nez Perce tribal members) would perform this work using hand tools, such as pruners, clippers, and a chain saw (if necessary) to remove the vegetation within the trail tread. No ground disturbance would be required.

By clearing the vegetation from this trail, it would once again become available for use; thus preserving the presence of its prehistoric and historic characteristics without changing access.

Project Implementation: The volunteer work would commence in late July or August of 2014.

Project Information: For additional information regarding this project, please contact the project proponent Assistant Forest Archaeologist Steve Armstrong at 208.983.4036.

Map of Southern Nez Perce Trail Brushing Site



Salmon River Ranger District

Cereghino Cultivation Permit Renewal

Proposed Category: 36 CFR 220.6(e)(15) *Issuance of a new special use authorization for a new term to replace an existing or expired special use authorization when the only changes are administrative, there are not changes to the authorized facilities or increases in the scope or intensity of authorized activities, and the applicant or holder is in full compliance with the terms and conditions of the special use authorization.* [Emphasis added].

Legal Coordinates of Project Site: T26N, R1E, Section 23 (Boise Meridian).

Background: The Cereghino's Special Use Renewal Request is for the continuation of farming activities involving their Salmon River Seed Orchard property. In 1991, the decision was made to enter into a Special Use Agreement during development of the Salmon River Seed Orchard with the previous land owners. The previous land owners continue to be interested in crops that are compatible with the seed orchard while the seed orchard is developed.

Narrative Summary: The renewal covers approximately 50 acres. This includes a 40 acre pivot and hand lines. The permit holders are currently authorized to plant, cultivate, and harvest crops consisting of corn silage, alfalfa hay or similar crops that are considered acceptable to the Forest officer in charge.

Activities on the Salmon River Seed Orchard were reviewed as ongoing actions in the Biological Assessment for the Lower Salmon River Sub-basin Assessment Area. Concurrence from National Marine Fisheries Services and U.S. Fish and Wildlife Service was received in 1999.

This permit renewal would authorize the continuation of existing use and would be valid for a 10 year period from the date of issuance. This is the maximum term limit for this type of special use permit.

Pursuant to the terms of the renewal, the permit holders would continue to plant, cultivate, and harvest crops consisting of corn silage, alfalfa hay or similar crops. This would include a 40 acre pivot and hand lines. As the seed orchard continues to be developed, this acreage may be reduced. Operations of the seed orchard are from spring to fall.

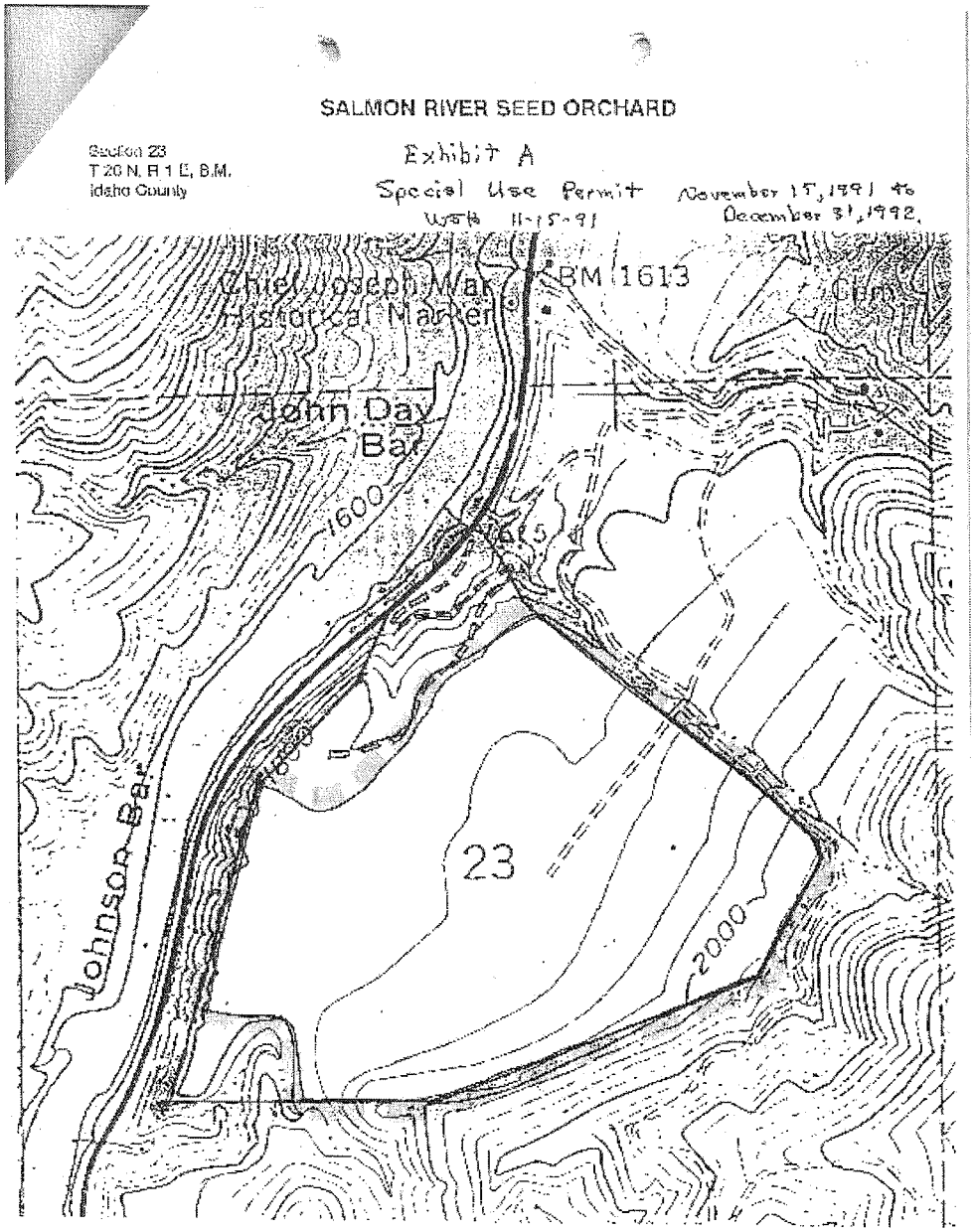
There are no new activities proposed with this renewal request.

Project Design Specifications/Equipment: (Not applicable.)

Project Implementation: (Not applicable.)

Project Information: For additional information regarding this project, please contact the project proponent Special Use Administrator Molly Puchlerz at 208.942.0303.

Map of Cereghino Cultivation Permit Renewal Site



Lamb Ranch Access

Proposed Category: 36CFR 220.6(e)(3) *Approval, modification, or continuation of minor special uses of NFS lands that require less than five contiguous acres of land.*

Legal Coordinates of Project Site: T29N, R4E, Section 33 (Boise Meridian).

Background: The Idaho Forest Group requests long term special use authorization for two NFS Roads in order to facilitate access to its property.

Narrative Summary: Lamb Ranch is a private inholding owned by the Idaho Forest Group. It is accessed primarily by NFS Road 279L off of NFS Road 279 in Dry Gulch. NFS Road 279L traverses approximately ½ mile of NFS lands prior to entering the ranch. NFS Road 279L crosses a headwater of Dry Gulch at approximately 250 feet from NFS Road 279. The Forest Service previously removed the culvert at this crossing. A stream traverses over this road into a shallow trench. NFS Road 279L has grades of up to 15 percent, is approximately 14 feet in width, has a native surface, and is lightly brushed in. It is gated at its junction with NFS Road 279. The access prescription is for non-motorized traffic.

Additionally, Lamb Ranch is accessed by a non-inventoried road located at the northwest corner of the property. This non-inventoried road originates from NFS Road 279 and traverses approximately 250 feet of National Forest Service lands prior to entering the ranch. This 14 foot wide road is primarily level graded, has a native surface, crosses no water courses, and is moderately brushed in with vegetation.

If its access request is granted, the Idaho Forest Group would perform the following road maintenance/rehabilitation activities to the two roadways.

Project Design Specifications/Equipment: NFS Road 279L (lower access) would have a metal culvert installed in order to rehabilitate the stream crossing. The culvert would be sized for the Q100 flow (36" diameter) and be installed at approximately the original stream gradient in this reach (10 percent). Coarse aggregate surfacing from the junction of NFS Road 279 to approximately 100 feet beyond the stream crossing would be applied. Remaining treatments along NFS Road 279 would be minor and would consist of light brushing, down log removal, installation of surface drainage (drivable dips and waterbars) and perhaps one culvert cross drain to relieve a low spot. The existing gate would be retained to control road access.

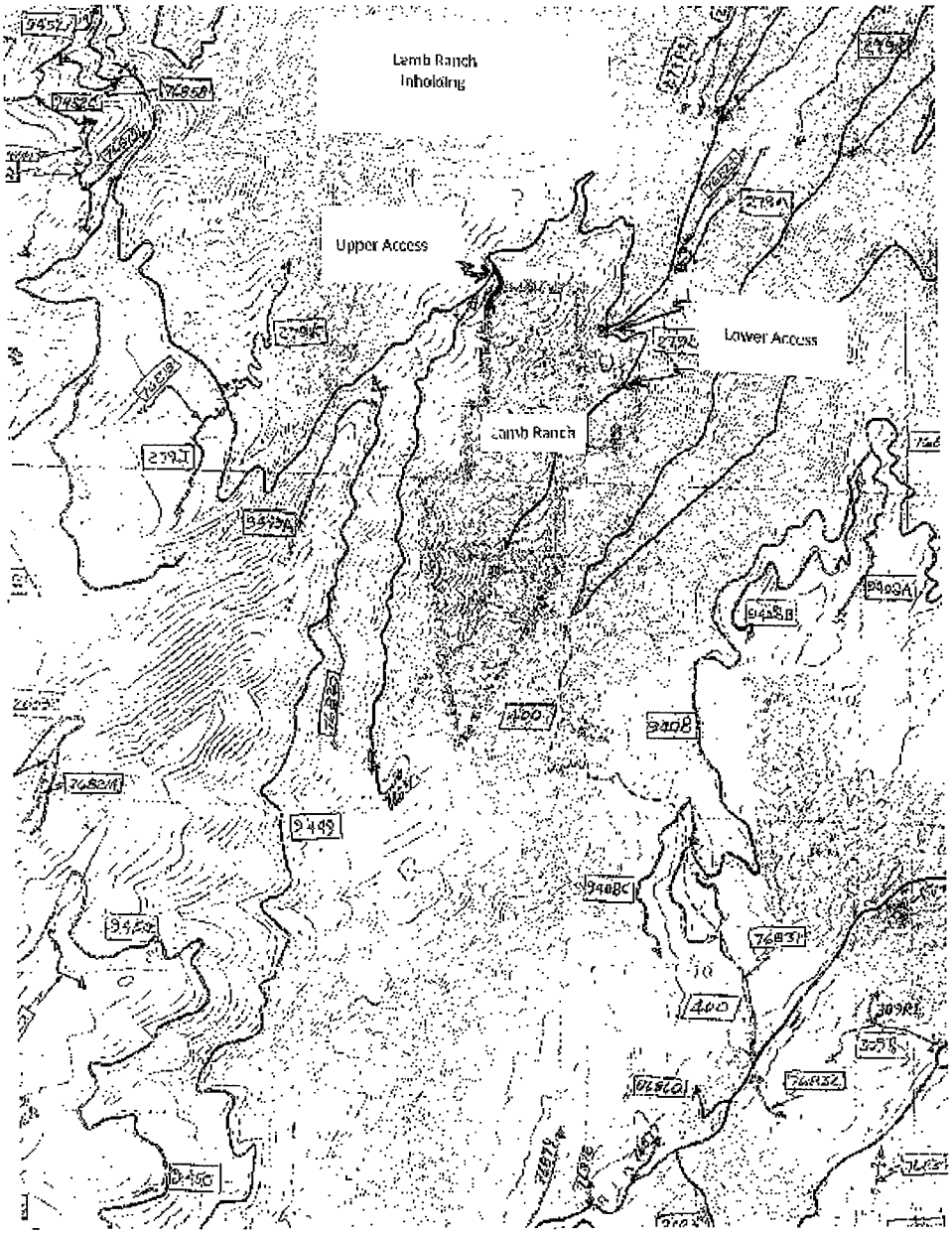
The non-inventoried roadway (upper access) would be rehabilitated at its junction with NFS Road 279 by using approximately 30 cubic yards of borrow to level it. Minor brushing and grading would also be performed on the roadway. Road access would be controlled by installing a gate.

The Idaho Forest Group would be required to continue long term maintenance of both roads for the duration of the permit.

Project Implementation: Maintenance activities would begin during the 2014 field season, and continue throughout the duration of the permit as needed.

Project Information: For additional information regarding this project, please contact the project proponents Special Use Administrator Molly Puchlerz at 208.942.0303 or Forest Engineer Joe Bonn at 208.983.7002.

Map of Lamb Ranch Access Site



Riggins Hot Springs Access

Proposed Category: 36 CFR 220.6(e)(15) *Issuance of a new special use authorization for a new term to replace an existing or expired special use authorization when the only changes are administrative, there are not changes to the authorized facilities or increases in the scope or intensity of authorized activities, and the applicant or holder is in full compliance with the terms and conditions of the special use authorization.* [Emphasis added.]

Legal Coordinates of Project Site: T24N, R2E, Section 14 (Boise Meridian).

Background: This roadway, originally established in 1958, accesses an existing private bridge which is the only way to get to the applicants property. When the current owners/applicants decided to sell their property, they learned there was Forest Service land between the County road right-of-way and the bridge.

Narrative Summary: The applicants have requested a Special Use Permit for a 50 foot wide x 200 foot long road for ingress, egress, and utilities over the existing roadway and bridge abutment. The access would extend from the County road right-of way to the ordinary high water mark of the main Salmon River.

They have also requested the authorization of an existing sign, guard rail, and propane tank.

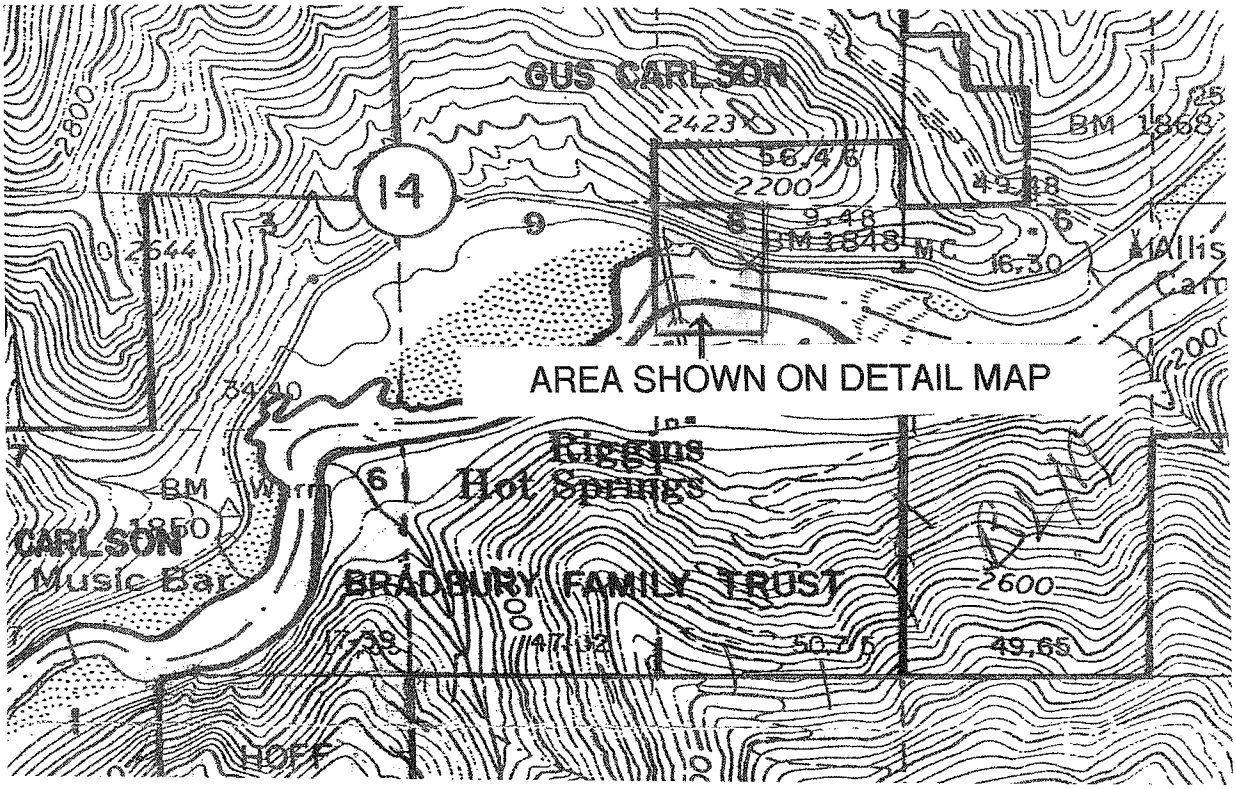
This permit is requested for 20 years which is the maximum term allowable for this type of Special Use Permit.

Project Design Specifications/Equipment: No ground disturbance would be associated with this permit request; therefore, a BMP assessment would not be necessary for this project.

Project Implementation: (Not applicable.)

Project Information: For additional information regarding this project, please contact the project proponents Special Use Administrator Molly Puchlerz at 208.942.0303.

Map of Riggins Hot Springs Access Site



Wilson Waterline Permit Renewal

Proposed Category: 36 CFR 220.6(e)(15) *Issuance of a new special use authorization for a new term to replace an existing or expired special use authorization when the only changes are administrative, there are not changes to the authorized facilities or increases in the scope or intensity of authorized activities, and the applicant or holder is in full compliance with the terms and conditions of the special use authorization.* [Emphasis added.]

Legal Coordinates of Project Site: T27N, R3E, SE ¼, Section 23 (Boise Meridian).

Background: The Wilson's have had a permit for water use from this location since 1982, and have requested this renewal for its continued use for stock and domestic water supply. The water source for this line is not in a running creek or stream.

The permit covers approximately .2 acres and is described as a strip of land 10 feet wide and 850 feet in length, consisting of a 24" x 24" spring box, 850 feet of 1 ¼ inch buried pipe ,and an above ground 4' x 6' x 4' cement collection tank.

Narrative Summary: The permit renewal would authorize use of existing facilities and would be valid for a 30 year period from the date of issuance. This is the maximum allowable term limit for this type of special use permit.

There would be no ground disturbance for the proposed permit renewal. The Wilson's waterline is buried with surface access to the tanks and valves. No proposed changes would be made to the existing waterline, spring box or collection tank.

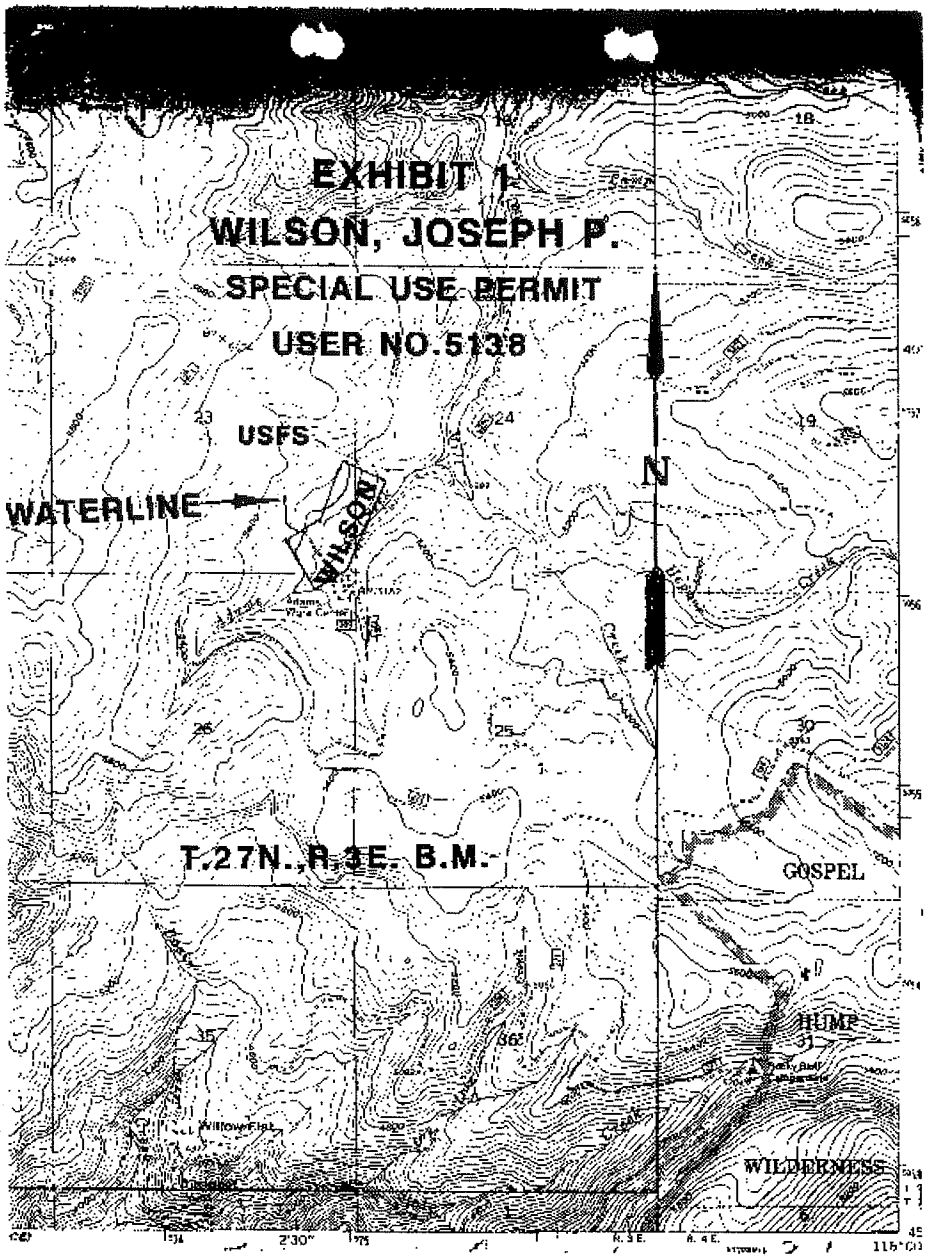
Changes to site access would not be made and no other agencies would need to be contacted.

Project Design Specifications/Equipment: (Not applicable.)

Project Implementation: (Not applicable.)

Project Information: For additional information regarding this project, please contact the project proponents Special Use Administrator Molly Puchlerz at 208.942.0303.

Map of Wilson Waterline Permit Renewal Site



Wolosyn Gasoline Storage Tank

Proposed Category: 36 CFR 220.6(e)(3) *Approval, modification, or continuation of minor special uses of NFS lands that require less than five contiguous acres of land.*

Legal Coordinates of Project Site: T25N, R5E, SW ¼, Section 31 (Boise Meridian).

Background: The applicant is requesting authorization to install a 1000 gallon double wall safety tank at the fuel storage area of the Vinegar Boat Ramp. The tank would eliminate the needed to transport fuel up the Salmon River Road.

Narrative Summary: Separate Special Use Permits were previously issued to Mackay Bar Ranch, LLC; and, Vinegar Bar Holding, for the following tanks:

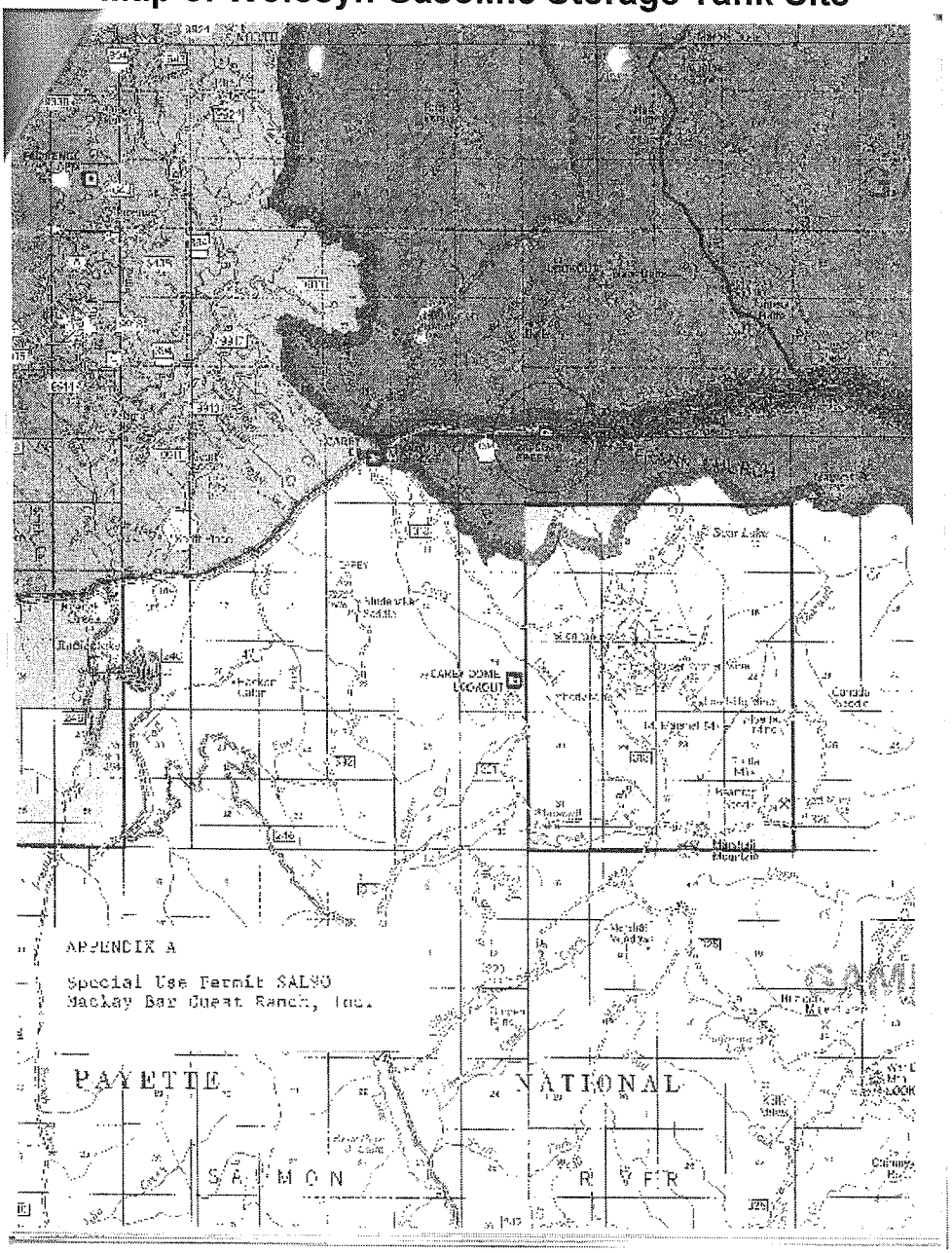
- **Mackay Bar Ranch:** 1000 gallon fuel and propane storage tanks; and,
- **Vinegar Bar Holdings:** 3 – 1000 gallon fuel and propane storage tanks.

Permit applicants must meet requirements of current Spill, Prevention, Control, and Countermeasure (SPCC) regulations.

The sites of these tanks are at Mile Post 26 on Idaho County Road 1614 (Salmon River Road).

Project Design Specifications/Equipment: The applicant's tank would be placed on an existing cement pad at the Vinegar Boat Ramp. Maintenance schedules and inspection frequencies for the tank, concrete pad, and piping apparatus would comply with the State of Idaho's regulations governing the use of fuel storage tanks.

Project Implementation: The tank would be placed on the pad once the permit has been approved.

Project Information: For additional information regarding this project, please contact the project proponents Special Use Administrator Molly Puchlerz at 208.942.0303.

Map of Wolosyn Gasoline Storage Tank Site