



United States
Department of
Agriculture

**Forest
Service**

March 2007



Environmental Assessment

Upper Middle Fork Watershed Road Stormproofing and Restoration Project

**Middle Fork Ranger District
Willamette National Forest
Lane County, Oregon**

Legal Location: T 23 S, T 24 S, and T 25 S, R 4 E and R 5 E, W.M.

For Information Contact: Ernie Ledbetter
46375 Highway 58
Westfir OR 97492
(541) 782 5241

The U.S. Department of Agriculture (USDA) prohibits discrimination in all its programs and activities on the basis of race, color, national origin, age, disability, and where applicable, sex, marital status, familial status, parental status, religion, sexual orientation, genetic information, political beliefs, reprisal, or because all or part of an individual's income is derived from any public assistance program. (Not all prohibited bases apply to all programs.) Persons with disabilities who require alternative means for communication of program information (Braille, large print, audiotape, etc.) should contact USDA's TARGET Center at (202) 720-2600 (voice and TDD).

To file a complaint of discrimination, write to USDA, Director, Office of Civil Rights, 1400 Independence Avenue, S.W., Washington, D.C. 20250-9410, or call (800) 795-3272 (voice) or (202) 720-6382 (TDD).

USDA is an equal opportunity provider and employer.

Table of Contents

Summary	1
Chapter 1 - Introduction.....	3
Document Structure.....	3
Background	3
Purpose and Need for Action	5
Proposed Action	5
Decision Framework	6
Planning and Management Direction	6
Tiered Documents and Local Assessments	9
Public Involvement.....	10
Issues	12
Significant Issues	12
Non Significant Issues	13
Chapter 2 - Alternatives, including the Proposed Action.....	15
Alternative 1- No Action	15
Alternative 2 - Proposed Action	15
Alternative 3	18
Alternative 4	21
Alternative Considered But Eliminated from Detailed Analysis.....	24
Mitigation Common to All Alternatives.....	24
Comparison of Alternatives.....	26
Chapter 3- Environmental Consequences	27
Middle Fork District Road Analysis Process.....	27
Recreation and Public Access	30
Soils, Water Quality and Fisheries	31
Economics	34
Vegetation	36
Botany.....	36
Wildlife.....	37
Threatened, and Endangered Species	37
Survey and Manage Species	41
Big Game Habitat	41
Cultural Resources	42
Air Quality.....	42
Other Disclosure.....	43
Short term Uses and Long term productivity.....	43
Irreversible and Irretrievable Commitment of Resources.....	43
Unavoidable Adverse Effects	44
Effects on Recreational Fisheries (Executive Order 12962).....	44
Effects on Consumers, Civil Rights, Minority Groups and Women.....	45
Effects on Minorities, Low-Income Populations, or Subsistence Users (Environmental Justice – Executive Order 12898).....	45
Effects on American Indian Rights.....	46
Effects on Farmlands, Rangelands, Forest Land, and Floodplains	46
Monitoring	47
Chapter 4 - Consultation and Coordination.....	48
References Cited	51
Appendices	52

SUMMARY

The Middle Fork Ranger District of the Willamette National Forest is considering approximately 23 miles of road for placement in road maintenance storage for 10 or more years. Approximately 471 miles of road exist within this watershed. The greatest period of road construction was between 1964 and 1980. Many of the roads constructed prior to 1980 used sidecast construction methods and are now a risk for failure because of latent construction defects. In addition to construction techniques, a high percentage of roads were built on steep, erosive soils, conducive to mass failure. The objectives of this proposal are to minimize the down slope affects to other resources and improve the ability to perform adequate road maintenances activities within the existing budgetary constraints. While in a storage condition, roads would not be accessible to motorized vehicle traffic. This restricted access to motorized vehicles is necessary to protect the resource management work that would be done to the roads and to place them in storage.

The 24 miles of roads in the project area are located within sub watersheds (23-2, 23-3, 23-4, and 23-5) of the Upper Middle Fork Willamette Watershed on the Middle Fork Ranger District, Willamette National Forest, Oregon.

The proposed action may limit recreational and forest activities that require driving motorized vehicles to access areas of public interest.

In addition to the proposed action, the Forest Service also evaluated the following alternatives:

- Alternative 1 is the No Action alternative. We would not implement any restoration if this alternative is selected.
- Alternative 2 is the first action alternative. All 23 miles of roads identified for storage and closure in this proposal would be treated with a combination of water bars, ditching over some culverts, some drain ditch cleaning to correct drainage problems and we would block the roads with a berm to close them.
- Alternative 3 is the second action alternative. In this alternative we would repair 18.4 miles of the roads with poor drainage conditions with a combination of waterbars, ditching over some culverts and some drain ditch cleaning. We would block the roads with a berm closure. Six roads may have a combination of the above treatments plus some drivable structures, and the roads would not be blocked.
- Alternative 4 is the third action alternative. In this alternative we would treat 24 miles with drivable drainage structures and maintain all ditches and culverts. This treatment method would be the most expensive to implement and would require future maintenance dollars to maintain the drainage structures.

Based upon the effects of the alternatives, the responsible official will decide which alternative meet the needs of the forest users, government agencies and will best protect the forest resources.

The decision to be made by the District Ranger is whether or not to store the identified 24 miles of road in the Upper Middle Fork Watershed, and to determine what method of storage (number of road miles, which roads to store, and how to store roads) best addresses the resource, administrative and public use needs now and in the future. The decision will be compatible with multiple use objectives and meet the desired future conditions for the area as defined in the Forest Plan as amended by the Northwest Forest Plan.

CHAPTER 1 - INTRODUCTION

Document Structure

The Forest Service has prepared this Environmental Assessment in compliance with the National Environmental Policy Act (NEPA) and other relevant Federal and State laws and regulations. This Environmental Assessment discloses the direct, indirect, and cumulative environmental impacts that would result from the proposed action and alternatives. The document is organized into four parts:

- *Introduction:* The section includes information on the history of the project proposal, the purpose of and need for the project, and the agency's proposal for achieving that purpose and need. This section also details how the Forest Service informed the public of the proposal and how the public responded.
- *Comparison of Alternatives, including the Proposed Action:* This section provides a more detailed description of the agency's proposed action as well as alternative methods for achieving the stated purpose. These alternatives were developed based on significant issues raised by the public and other agencies. This discussion also includes possible mitigation measures. Finally, this section provides a summary table of the environmental consequences associated with each alternative.
- *Environmental Consequences:* This section describes the environmental effects of implementing the proposed action and other alternatives. This analysis is organized by resource area. Within each section, the affected environment is described first, followed by the effects of the No Action Alternative that provides a baseline for evaluation and comparison of the other alternatives that follow.
- *Agencies and Persons Consulted:* This section provides a list of preparers and agencies consulted during the development of the environmental assessment.
- *Appendices:* The appendices provide more detailed information to support the analyses presented in the environmental assessment.

Additional documentation, including more detailed analyses of project-area resources, may be found in the project planning record located at the Middle Fork Ranger District Office in Westfir, Oregon.

Background

In August 1999, the Washington Office of the USDA Forest Service published Miscellaneous Report FS-643 titled "Roads Analysis: Informing Decisions about Managing the National Forest Transportation System." The objective of roads analysis is to provide decision makers with critical information to develop road systems that are safe and responsive to public needs and desires, are affordable and efficiently managed, have minimal negative ecological effects on the land, and are in balance with available funding for needed management actions.

A key feature of the road policy includes using a science-based road analysis process to better identify the minimum road system needed to meet forest plan goals and standards. (Forest Service Memo, File Code 1900/7700, October 18, 1999)

In October 1999, the agency issued Interim Directive 7710-99-1 authorizing units to use, as appropriate, the road analysis procedure embodied in FS-643 to assist land managers making major road management decisions. The Pacific Northwest Region of the Forest Service then produced a roads analysis guidance document as a supplement to Appendix 1 of FS-643. This document provides guidance concerning the appropriate scale for addressing the roads analysis.

In January 2001, the Forest Service adopted a new road management policy, the policy includes a science-based Roads Analysis Process (RAP) designed to help managers make better decisions on roads. The Willamette National Forest is in the process of modifying its forest-scale roads analysis, which is incorporated into the roads analysis for the Middle Fork Ranger District.

The current road system was developed to meet a different set of landscape management objectives than presently exist. With the advent of the Northwest Forest Plan much of the Forest previously identified for intensive forest management was changed to a reserve category. This change significantly reduced the miles of roads needed to manage the Middle Fork Ranger District. The existing transportation system is beyond the immediate needs of management activities. The proposed reduction would also better enable the District to meet goals and objectives that promote aquatic and terrestrial ecosystem values. In most situations both aquatic and terrestrial resources are enhanced by a reduction in the road system mileage.

The RAP was broad enough in scope to ensure that the revised transportation system will be sufficient to address the long-term needs of the District as well as those of the neighboring Districts, forest users, and owners of adjacent lands. Implementing the analysis recommendations would allow the remaining road maintenance funds to be concentrated on providing a safer, more environmentally sensitive transportation system that protects natural resource values.

Purpose and Need for Action

The purpose of this project is to implement the direction of the Land and Resource Management Plan of the Willamette National Forest (Willamette Forest Plan) as amended by the Record of Decision for the Final Supplemental Environmental Impact Statement (Northwest Forest Plan) on Management of Habitat for Late-Successional and Old-Growth Forest Related Species within the Range of the Northern Spotted Owl. These plans provide direction based on designated management areas (MA) and associated standards and guidelines (S&G) for numerous land use allocations. The allocations that are within the boundaries of this proposed project (sub watershed 23-2, 23-3, 23-4 and 23-5) are 9- Wildlife Habitat, 10- Dispersed Recreation, 11- Scenic, 14A General Forest, Riparian Reserve, and 16- Late Successional Reserve (LSR).

The Upper Middle Fork Watershed Analysis (USDA, 1996) identified the need to reduce the environmental effects of the road system. A majority of the roads were constructed prior to 1980 and used sidecast construction methods and are now at risk for failure as a result of latent construction defects. In addition, some portions of the roads were built on steep, erosive soils, conducive to mass failures (WA, page 26). The road system interrupts subsurface flow which expands the drainage network and delivers runoff to the stream systems within a shorter period of time. The roads system intersects the stream network providing a conduit to funnel water and creates potential to deliver fine sediment from the road surfaces into the stream network. This can contribute to adverse impact to fish and aquatic habitat functions. The high road densities contribute to disturbance of big game and can diminish the quality of habitat for other terrestrial species.

The Willamette National Forest Roads Analysis Report (USDA, 2003) addressed the challenge of managing an extensive forest road system with limited operating funding. The Forest Road Analysis identified the need to manage a minimum road system that is safe and responsive to public needs and desires, is affordable and efficient, has minimal adverse effects on ecological processes and health, diversity, and productivity of the land, and is in balance with available funding for needed management actions. The Forest Road Analysis provided recommendations for key roads to be kept open and maintained and for roads that should be considered for closure.

The Middle Fork Ranger District Supplemental Roads Analysis (USDA, 2004) provides specific road closure recommendations for roads within this project area. The District roads analysis evaluated each individual road segment on the District with criteria relating to terrestrial, aquatic, administrative, and public use factors. Based on the rating system, road closure recommendations for the Districts transportation system were made.

The desired future condition of the Forest and in this watershed is to have a road system that is environmentally sound, provides safe access for forest users, and can be maintained within the current and projected forest financial abilities. It is also important that we maintain and enhance wildlife habitat and protect soil and water resource values.

Proposed Action

The Middle Fork Ranger District of the Willamette National Forest proposes to close and store approximately 24 miles of roads in the Upper Middle Fork watershed. The action

would minimize adverse affects to the resources and improve our ability to perform adequate road maintenance activities within the existing budgetary constraints.

This action would close and rehabilitate 33 segments of roads in the Upper Middle Fork watershed. All roads would be hydrologically stabilized and stored. The method of treatment would vary by road and be determined by present road condition, location on the landscape, and location in relation to resource values requiring protection.

Road entrances would be blocked with a combination of an earthen berms, deep ditches, and possibly boulders. Most roads would have water bars cut into the road surface to direct water flow off of the road. Some roads would also have a water bar cut into the road on the downhill side of each culvert.

In the event culverts become plugged with debris, water bars direct the water across the road, helping storm proof the road from erosion. Many of the culverts would have deep ditches cut in the fill directly above the culvert. This would allow the stream to stay in the same watercourse in the event the culvert becomes plugged and overtops the fill. These actions stabilize the roads and can prevent mass failures.

The roads proposed for storage and closure are located within sub watersheds (23-2, 23-3, 23-4, and 23-5) of the Upper Middle Fork Willamette Watershed and are within the Middle Fork Ranger District, Willamette National Forest, Oregon.

Implementation would occur during the summer months from 2006 through 2010.

Decision Framework

The Responsible Official for this proposal is the District Ranger of the Middle Fork Ranger District on the Willamette National Forest. After completion of the EA, there will be a 30-day public comment period. Based on the response to this EA and the analysis disclosed in the EA, the Responsible Official will make a decision and document it in a Decision Notice. The Responsible Official can decide to:

- Select the proposed action, or
- Select an action alternative that has been considered in detail, or
- Modify an action alternative, or
- Select the no-action alternative, and
- Identify what mitigating measures will apply.

The scope of the project and the decisions to be made are limited to whether these roads in the project area should be closed and stored, what type of methods would be used, mitigation measures necessary to reduce the adverse affects of the project, and what monitoring will be done for the project.

Planning and Management Direction

Development of this EA follows implementing regulations of the Forest and Rangeland Renewable Resources Planning Act of 1974; Title 36, Code of Federal Regulations, Part

219 (36 CFR 219); Council of Environmental Quality, Title 40; CFR, Parts 1500-1508, National Environmental Policy Act (NEPA).

Many federal and state laws, including the National Forest Management Act (NFMA), Endangered Species Act, Clean Air Act, and Clean Water Act also guide this analysis. A summary of how this project and the design of alternatives comply with the federal and state laws can be found in Appendix A.

The project implements the direction of the Forest Plan as amended by the Northwest Plan. Northwest Forest Plan land allocations amended the Forest Plan Management Areas in 1994. The Northwest Forest Plan supersedes any direction in the Forest Plan, unless the Forest Plan Management Area and or standards and guidelines are more restrictive.

The project area is allocated to several Management Areas. The dominant allocations are: Scenic and General Forest, which make up a majority of the project area. The Diamond Peak Wilderness Area, Dispersed Recreation Semi-Primitive Non-Motorized Area and the Oregon Cascade Recreation Area cover the eastern portion of the project. There are also various smaller inclusions of Management Areas throughout the project area such as Wildlife Habitat allocations for Pileated Woodpecker and Martens; numerous 100 acre Late Successional Reserves, Special Interest Areas; and an Administrative Site associated with the Timpanogas Campground. All of these Management Areas are overlaid with the Riparian Reserves system which protects and creates a corridor network along all streams.

Management goals and objectives, descriptions of each area, and applicable standards and guidelines can found in the Forest Plan, Chapter IV, and the Northwest Forest Plan, Attachment A to the Record of Decision. Map 1 displays the location of the Management Areas and within the project area. Proposed activities would occur in the General Forest, the various Scenic allocations, and Riparian Reserves Management Areas.

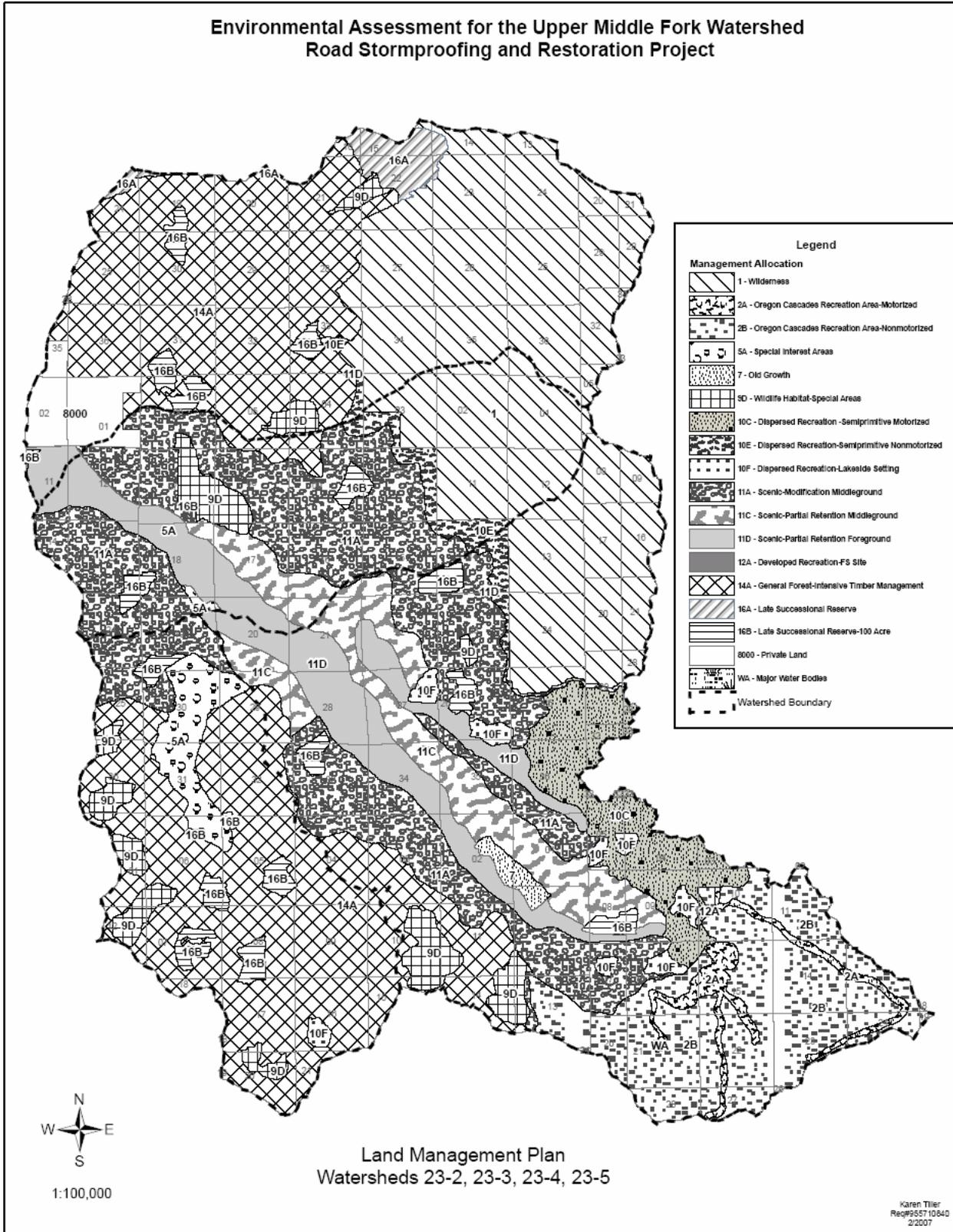


Figure 1 – Map of the project area and Forest Plan Management Areas

Tiered Documents and Local Assessments

This EA is tiered to the Final Environmental Impact Statement (FEIS) for the Land and Resource Management Plan –Willamette National Forest (USDA, 1990) and the Final Supplemental Environmental Impact Statement on the Management of Habitat for Late-Successional and Old-Growth Forest Related Species within the Range of the Northern Spotted Owl (USDA, USDI, 1994). The Willamette National Forest Land and Resource Management Plan (USDA, 1990) as amended by the Record of Decision for Amendments to Forest Service And Bureau of Land Management Planning Documents Within the Range of the Northern Spotted Owl and S&Gs for Management of Habitat for Late-Successional and Old-Growth Forest Related Species within the Range of the Northern Spotted Owl (USDA, 1994) is incorporated by reference. The Willamette Forest Plan as amended provides a forest-level strategy for managing land and resources and the Northwest Forest Plan provides a regional strategy for management of old-growth and late-successional forest ecosystems on federal lands. The plans provide direction, land allocations or management areas, and S&Gs for the management of National Forest lands within the project area as summarized in the preceding chapter.

The Upper Middle Fork Watershed Analysis (USDA, 1996) and WA updates (USDA, 2002) are incorporated by reference. This document provides the Responsible Official with comprehensive information upon which to base land management decisions and establishes a consistent, watershed level context to project level analysis. The watershed analysis provides descriptions of the reference, historic, and existing conditions of the important physical, biological, and social components of the fifth field watersheds. The study analyzed activities and processes that cumulatively altered the NFMFWR landscapes over time and recommends watershed management activities based upon landscape and ecological objectives. The watershed analysis is used to characterize elements of the watersheds, provide background information for the cumulative effects analyses, and provide recommendations for management activities that move the systems toward reference conditions or management objectives.

The Willamette National Forest Road Analysis Report (USDA, 2003) and the Middle Fork Ranger District Supplemental Road Analysis (USDA, 2004) is incorporated by reference. The forest road analysis provides the responsible official with information needed to identify and manage a road system that is safe and responsive to public needs and desires, is affordable and efficient, has minimal adverse effects on ecological processes and ecological health, diversity, and productivity of the land, and is in balance with available funding for needed management actions. The District road analysis evaluated each individual road segment on the District with criteria relating to terrestrial, aquatic, administrative, and public use factors. Based on the rating system, road closure recommendations for the District's transportation system were made.

The Forest Road Analysis Report provided recommendations for key roads to be kept open and maintained and for non-key roads that should be considered for closure. The District Supplemental Road Analysis Report provides specific road management and closure recommendations for roads within the project area. Copies of these documents are available at the Middle Fork Ranger District office in Westfir, Oregon

Public Involvement

The public involvement process and planning for this project started in March of 2006. A Forest Service interdisciplinary team of resource specialists and Middle Fork Ranger District management staff defined the proposed actions elements, identified preliminary issues and project opportunities, identified potentially and interested and affected people. The results of the internal scoping were as used to guide the public involvement process, establish analysis criteria and explore possible alternatives and their probable effects.

The scoping information with the description of the proposed action and additional project area information was sent to a mailing list of individuals, interest groups, and organizations, elected officials, tribal representatives, and other federal and state agencies. The cover letter explained the purpose and need for the project, provided a map of the project area, and solicited comments on the proposed action.

The project has been included in the Annual Program of Work Review with the Confederated Tribes of the Grand Ronde and Siletz since 2002. No comments have been received specific to the project from the tribes.

The project was originally listed in the Willamette National Forest's Schedule of Proposed Action (SOPA) starting in the Winter Quarter of 2005. The SOPA is mailed out to a Forest mailing list of people interested in the management activities of the Forest. The SOPA provides one of the means of keeping the public informed of the progress of individual projects. The SOPA is also made available to the public on the Willamette Forest website.

The roads proposed for closure and storage were also posted in the field with a public notice of the proposed action. The notices described the proposed action and solicited comments on the proposal.

Nine written comment letters and several phone conversations were received as a result of these notifications. Copies of the letters and documentation of phone conversations can be found in the Public Involvement section of the Analysis File. The following is listing of individuals and organizations who submitted comments and a brief summary of the comments topics raised specific to the road closures:

Table 1 - List of Commenters and Summary of Comment Topics

Individuals And Organizations	Comment Topic Summary
Raef Parmelee	Concerned about maintaining access for disabled hunters. End of Road #395 provides cell phone coverage in case of emergencies Road #353 provides access from trail south of Timpanogas Lake in case of injuries to hikers. Road #372 should be left open to access Pacific Crest trail.
Betty Jean Keele	Concerned about being able to cross a stream crossing where a culvert is removed while

Individuals And Organizations	Comment Topic Summary
	riding on a horse.
Dee Lake	Concerned about road access for seniors to recreation trails
Aman Dwyer	In favor of closing roads to decrease disturbance to big game
Gordon Zimmerman	Concerned about close road restricting access and recreation use
Matt Holst	Concerned about ripping the road surface which makes it difficult to ride horses on.
Chandra LeGue of Oregon Wild	Questioned why are we storing the road instead of permanently decommissioning or completely obliterating the road
Della Webb	Concerned about limiting recreation use and the cost of re-opening road if needed in the future.
Becky Hope	General concerns about effects to recreation

The interdisciplinary team reviewed the comments and incorporated the concerns into the issues where applicable. These concerns were either addressed in the discussion of the issues and environmental consequences or found throughout the other sections of the EA, Analysis File or Decision Notice.

A public notice will be published in the local newspaper requesting comments on the proposed actions and EA. The comment period will be for 30 days. A letter will also be sent to the individual and organizations who have previously submitted comments to notify them that the EA is available for review and a second chance to comment on the projects.

The responsible official will review all the comments along with their supporting reasons before making the final decision. The final decision on the selected alternative, along with the rationale for that decision will be documented in a Decision Notice. The notice of decision will be published in The Register Guard newspaper of Eugene, Oregon and sent out to the people who have submitted comments.

Additional information on public involvement can be found in the Chapter 4, Consultation and Coordination section of this document. Copies of these various documents and their attached mailing lists can be found in the Analysis File under Public Involvement.

Issues

Issues are points of concern about environmental effects that may occur as a result of implementing the proposed action. They are generated by the public, other agencies, organizations, and Forest Service resource specialists.

Significant issues describe a dispute or present an unresolved conflict associated with potential environmental effects of the proposed action. Significant issues are used to formulate alternatives, prescribe mitigation measures, and focus the analysis of environmental effects. Significant issues are determined based on the potential extent of their geographic distribution, duration of their effects, intensity of interest or resource conflict which would result, if not mitigated or otherwise addressed. The significant issues for this project were identified by the interdisciplinary (ID) team after scoping and preliminary analysis the project area and reviewing all the public comments. The significant issues were approved by the District Ranger Chip Weber.

Significant issues are tracked through issue identification (Chapter 1), alternative development and description (Chapter 2), and Environmental Consequences (Chapter 3). Measurement criteria have been identified for the all the issues and are used to compare alternatives (Chapter 2).

In addition to the significant issues other concerns or non-significant issues were raised by the public or Forest Service resource specialists. These issues were determined to be non-significant because they were; 1) outside the scope of the proposed action, 2) already decided by law or regulation, Forest Plan, or other higher level decision, 3) irrelevant to the decision to be made, or 4) conjectural and not supported by scientific or factual evidence. These issues are less focused on the elements of the Purpose and Need and did not influence the formulation of alternatives. Many of the non-significant issues are also included in the environmental effects analysis (Chapter 3) because of the relation to meeting Forest Plan S&Gs, laws, regulatory or policy direction, or relevant to resource analyses.

Significant Issues

Recreation and Public Access

Closing and storing roads in the Upper Middle Fork watershed would limit access to the area for recreational and forest activities that are based upon driving motorized vehicles on roads. Decreased access to some roads in the project area could potentially affect such activities as camping, pleasure driving on the forest roads, hunting, firewood gathering, and recreation.

Evaluation Criteria: Miles of Road Closed

Water Quality

Allowing these roads to remain open and doing no maintenance would result in higher risks of slope failure, soil movement and sediment input into streams. These unmaintained roads have the potential to have adverse affects to water quality and fish habitat.

Evaluation Criteria: Miles of Roads Closed with High Aquatic Risk Rating

Economics

There are several different methods and treatments to close and put a road into a hydrologically stable and stored condition. Each of these methods has a cost related to the implementation of the project and a longer term cost to maintenance the closure, and then the cost of re-opening the roads when they are needed in the future.

Evaluation Criteria: Cost to implement road closure treatments, Cost to restore roads

Non Significant Issues

Big Game Habitat - This issue was not considered significant because the project could only influence one of the habitat variables for big game habitat. Alternatives 2 and 3 reduce open road densities and begin to establish a trend to improving habitat conditions and meeting the Forest Plan Standards and Guidelines. The brief discussion of this issue can be found in the Chapter 3 – Environmental Consequences under Big Game Habitat.

Invasive Weeds - This issue was not considered significant for designing alternatives because specific mitigating measures would be used in all action alternatives to prevent expansion of existing invasive weed populations. See Mitigation Measures in Chapter 2. The affects of the proposed action and other alternatives on invasive weeds are discussed in Chapter 3 under Vegetation.

Threatened and Endangered Species - This issue was not considered significant because all alternatives would meet the law (Endangered Species Act), regulations, and Forest Plan standards and guidelines. None of the actions that modify or disturb forest habitat would be required to follow conservation and protection guidelines provided by the Forest Plan and other consulted federal agencies. There will no effect on TE&S for all of the action alternatives. Potential disturbance impacts will be mitigated in the action alternatives with the same measures that have been commonly prescribed and used on other road management project for several years. These mitigation measures are listed in Chapter 2. The effects of the proposed action and the other alternatives on TES species are addressed in Chapter 3.

Cultural Resources - The issue was not considered significant because all alternatives would meet the state and federal law (National Historic Preservation Act and Programmatic Agreement (PA) between ACHP and Oregon State Historic Preservation Office. These activities are specifically addressed in the 2004 PA with the SHPO, under the road decommissioning activities described in Appendix B (5, 7, and 8). Since the proposed project activities would take place entirely in the road prism, it is recommended that it be excluded from case-by-case review, based on inspection and monitoring, as per the PA. In the event that heritage properties are located during the course of this project, all work in the area of the find shall be suspended immediately, while an archaeologist is notified to assess the find.