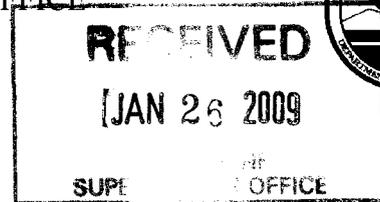




United States Department of the Interior  
IDAHO FISH AND WILDLIFE OFFICE

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JAN 26 2009

SUPERVISOR'S OFFICE

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Suzanne Rainville  
Forest Supervisor  
Payette National Forest  
800 W. Lakeside Drive  
McCall, Idaho 83638

Subject: Warren Wagon Road Improvement Project Update—Idaho County, Idaho—  
Technical Assistance  
113.0000 14420-2010-TA-0163

Dear Ms. Rainville:

The Fish and Wildlife Service (Service) is writing to confirm concurrence with the revised analysis of the Payette National Forest's (Forest) proposed project in Idaho County, Idaho. The Warren Wagon Road Improvement Project was the subject of a May 1, 2009 Biological Opinion (Opinion) (Reference # 14420-2009-F-0223). In that document, the Service analyzed potential impacts to bull trout (*Salvelinus confluentus*) associated with the Project and provided you with an incidental take statement. On January 6, 2010, the Forest notified the Service of proposed changes to the previously consulted on project.

After reviewing the changes to the proposed project, the Service agrees that the effects are still within the scope of those analyzed in the Opinion; the amount and extent of take authorized is still valid and the changes do not contribute to adverse effects that were not considered. In fact, many of the changes will lessen the effects to bull trout and their habitat. It should be noted that this project will now be implemented by the Forest rather than Idaho County because of the availability of ARRA (stimulus) funds. The following is a summary of additional proposed changes:

- More excavation (cut) will be needed in segments 2 through 5 (segment 1 may be reduced), but slopes will likely be at a gentler angle of repose than those estimated in the biological assessment (Assessment). For example, in segment 4 the Assessment estimated removal of 700 yards of material and a cut slope of 0.5:1, whereas the revised design calls for removal of approximately 2600 yards of material but with cut slopes laid back to 1.5:1. This change will reduce erosion and better promote revegetation.

- For the roadbed itself, Hilfiker-style walls will likely be used on the outer edge of the roadbed to raise the road and reduce the amount of excavation needed on the cut slopes unless it is determined that embedding the walls in the cut slope is detrimental to resources (in which case the existing surface will be widened).
- Waste rock will primarily be taken to the Summit pit as described in the Assessment, except that some would be used as rip-rap below the k-rails to stabilize the slopes, some (pieces from cobble size to about 2-ft diameter) might be used as rip-rap below the upgraded drainage pipes, and some would be used as fill on the inside slope in segment 5.
- Blasting will likely occur in segments 1 and 2 after mid-August as two nearly simultaneous blasts (about a second apart) rather than two separate blasts; this change would likely minimize instream disturbance.
- Instead of gravelling only the widened road segments (about 0.25mi), the road will be gravelled from the end of pavement at Burgdorf Junction to at least the Secesh Meadows bridge (approximately 2.8 miles) and possibly all the way through Secesh Meadows (an additional 2.5 to 3.5 miles). This will reduce the potential for chronic road-related sediment entry into adjacent streams.
- All project design features will be as described in the Assessment, with wattles used as erosion control in place of silt fences (silt fences weren't specified but were identified as an example of erosion control).

This updates the consultation on the Warren Wagon Road Improvement Project for bull trout. A complete record of this consultation is on file at this office. Thank you for your continued interest in the conservation of threatened and endangered species. Please contact Allyson Turner at (208) 685-6952 if you have questions concerning the original Opinion, or this update.

Sincerely,



Jeffery L. Foss, State Supervisor  
Idaho Fish and Wildlife Office

Enclosure

cc: NOAA Fisheries, Boise (Edwards)  
PNF SO, McCall (Nelson)