

Decision Notice and Finding of No Significant Impact

USDA Forest Service
Mt. Hood National Forest
Zigzag District
Multnomah and Clackamas Counties, Oregon

2006 Bull Run Watershed Road Decommissioning

Environmental Assessment

Introduction

An Environmental Assessment (EA) has been prepared for the Bull Run Watershed Road Decommissioning Project. The Proposed Action (Alternative 2) involves decommissioning unneeded roads in the Bull Run Watershed Management Unit (BRWMU). The BRWMU is located on the Mt. Hood National Forest, 25 miles east of Portland, Oregon and 5 miles west of Mt. Hood on the forested western slopes of the Oregon Cascades.

The purpose of this project (EA page I-6) is to:

- Reduce risks to water quality, aquatic habitat, and TES aquatic species caused by landslides, gulying, and surface erosion associated with unneeded roads.
- Respond to recent Congressional actions and substantially changed administrative direction and regulatory requirements. This new direction emphasizes reducing risks to water quality from roads.
- Reduce road maintenance costs of unneeded roads.

Decision and Rationale

I have decided to implement Alternative 2, the Proposed Action by implementing the following:

- Decommission approximately 136 miles of unneeded roads within the BRWMU.
- Seventy-three (73) miles will be decommissioned by active, mechanical methods. Roads proposed for active decommissioning are roads that cross streams and require work such as slope rehabilitation and culvert removal to prevent erosion and sedimentation.
- The remaining 63 miles of roads will be decommissioned as “walk away” roads. Walk away roads will be decommissioned by allowing them to return to a natural condition as native vegetation appears. Since many of these roads have not been maintained since

1993, natural vegetation has already made them inaccessible by vehicle. Most walk-away roads are on relatively flat terrain such as ridge tops where erosion and sedimentation are not a potential risk.

Design Features (EA page II-17 to II-22) and Best Management Practices (BMPs) (Appendix B) within the EA are included with this alternative. No significant impacts were found that will require further mitigation.

Alternative 2 meets the purpose and need discussed in the EA (EA page I-6):

- **Reduce risks to water quality, aquatic habitat, and TES aquatic species** - Alternative 2 will reduce risks caused by landslides, gullying, and surface erosion associated with unneeded roads by returning the ground occupied by the roads to a more natural, forested landscape. Decommissioning midslope roads will reduce potential impacts to tributary streams from possible culvert plugging, landslides and fill failure (Table III-7, Figure III-8, and Table III-8). The number of road stream crossings will be reduced from 547 to 365, providing a 35% reduction in sediment delivery for the project area. Decommissioning roads will restore natural drainage patterns and thereby avoid large volumes of added sediment to the stream network that will be likely to eventually occur under the No Action Alternative.
- **Respond to recent Congressional actions and substantially changed administrative direction and regulatory requirements** - Alternative 2 will begin efforts to eventually decommission approximately 45% of the current road network within the BRWMU as recommended in the Bull Run Watershed Analysis. The Watershed Analysis was developed to meet direction contained in the Northwest Forest Plan and the Aquatic Conservation Strategy (ACS). Decommissioning unneeded roads is also recommended by the Zigzag Ranger District Access and Travel Management Plan (ATM).

The Bull Run Watershed Collaborative Stewardship strategy was formed between the Forest Service and the City of Portland, Bureau of Water Works, to respond to recent Congressional management direction described on page I-4 of the EA. Under the strategy, the two agencies are preparing a Memorandum of Understanding (MOU) which supports the goals of the Congressional direction. Decommissioning unneeded roads will help to meet the objectives of the MOU.

- **Reduce road maintenance costs of unneeded roads** - Alternative 2 will reduce the annual cost to maintain roads within the BRWMU from \$158,019 per year, to \$137,383 per year. Additional, but uncalculated road maintenance costs will be reduced under Alternative 2 because keeping unneeded roads on the road system requires maintenance beyond scheduled maintenance when roads suffer damage due to infrequent storm events. Also, the cost analysis does not include the periodic need for capital investments for reconstruction, widespread culvert replacement, or bridge replacement. Many of the culverts are approaching 30 years of age and will need replacement in the next 10-20 years. These costs can potentially equal or exceed the decommissioning costs on a per mile basis.

It is my decision to select Alternative 2 over the other alternative considered for the following reasons:

- Alternative 2 fully accomplishes the purpose and need.
- No unresolved conflicts or issues were identified through the public scoping process
- The potential effects of road decommissioning have been minimized by incorporating design features and Best Management Practices (BMPs) into Alternative 2.

Decommissioning the following roads listed under Alternative 2 will be delayed:

- 1) I am indefinitely delaying the decommissioning of Forest Roads 2000220 and 2000222 (EA Appendix A, pages 3 and 9). The Columbia River Gorge National Scenic Area has requested that these roads remain open for administrative access to hiking trails within the National Scenic Area (Moffett Creek Trail #430; Nesmith Trail #428; Horsetail Trail #425; and Von Ahn Rim/Bell Creek Trail # 459). The trails are outside of the BRWMU, however Forest Roads 2000220 and 2000222 provide access to the upper end of the trails, which are from ¼ to ½ mile from the BRWMU northern boundary. Walking in and out with trail maintenance equipment from the bottom of the trails would take most of a day. The trails are accessed several times each year from Forest Roads 2000220 and 2000222 for routine and emergency maintenance needs.

Forest Road 2000222 is 3.6 miles long, has an aggregate surface with 10 culverts, and is listed for active decommissioning (EA Appendix A, page 3). To reduce or eliminate potential adverse effects, the Columbia River Gorge National Scenic Area has agreed to perform the necessary maintenance on this segment of road.

Forest Road 2000220 is 0.91 miles long, has an aggregate surface with no culverts, and is listed (EA Appendix A, page 9) for walk-away decommissioning. Since there are no culverts or stream crossings associated with this road, keeping it open would produce no adverse effects, however there would be some economic costs associated with keeping brush from overtaking the road.

- 2) I am delaying the decommissioning of Forest Road 1401201 (EA Appendix A, page 3) for at least five years from now (approximately year 2011). The Oregon Mycological Society, in cooperation with the Forest Service and the City of Portland, Bureau of Water Works, maintains a chanterelle mushroom research study site within the southern buffer zone of the BRWMU. The chanterelle study will continue for at least five more years, and the Oregon Mycological Society has requested that Forest Road 1401201 remain open to provide access to the study site.

Delaying the decommissioning of Forest Road 1401201 for five years will not interfere with the overall plan to decommission roads within the BRWMU. Active road decommissioning activities would be limited to 15 miles of road in the water supply drainage per year and 15 miles of road per year in the project area outside of the water supply drainage (EA page I-6). Therefore the scheduling of road decommissioning for Forest Road 1401201 can be adjusted so that this is one of the last roads to be decommissioned.

Forest Road 1401201 is 4.5 miles long; has both aggregate and paved surfaces; and 17 culverts. The road is listed for active decommissioning (EA Appendix A, page 3). To reduce or eliminate potential adverse effects, it will be necessary to continue performing road maintenance on the road until it is decommissioned approximately five years from now.

- 3) I am indefinitely delaying the decommissioning of Forest Road 1200044, the portion of Forest Road 1200166 from MP 0.00 to MP 1.98, and the portion of Forest Road 1210 from MP 8.1 to MP 10.1 (EA Appendix A, pages 2 and 4). The City of Portland, Bureau of Water Works (Water Bureau), has requested that these roads remain open to provide for enhanced fire protection access, and to provide access for the potential construction of a telecommunications tower.

The portion of Road 1210 from MP 0.00 to MP 8.1 was already slated to remain open to facilitate access to the South Fork Snow Telemetry (SNOTEL) station, which is operated and maintained by the Natural Resources Conservation Service. Delaying decommissioning of the remaining 2.0 miles of Road 1210 will maintain a connection between Road 12 and Road 14 that could be utilized by ground-based fire suppression resources. This segment of Road 1210 is paved, has 24 culverts, and three stream crossings.

The Water Bureau has requested that Forest Road 1200044 and the portion of Forest Road 1200166 be kept open indefinitely because they are investigating the possibility of constructing a telecommunications tower on Aschoff Butte. This tower would relay microwave-based telecommunications data from Hiyu Mountain to the City's telecommunications tower located on Lookout Point. Road 1200044 is 0.89 miles long, and has a native surface with no culverts or stream crossings. The portion of Road 1200166 that is needed for construction and maintenance of the Aschoff Butte tower is 1.98 miles long and has an aggregate surface. It has 14 culverts and 3 stream crossings.

The Water Bureau will provide all road maintenance on these three road segments during the period when road decommissioning is indefinitely delayed. There will be no adverse environmental effects or cost impacts to the federal government from retaining these road segments in an open, maintained condition.

4. There is a tract of privately owned land within T.2E., R.7E., Section 16 (west half of the section). This land was recently logged and replanted while under the ownership of Longview Fibre Company. In 2005, ownership was transferred to the Western River Conservancy. Western River Conservancy plans to convey ownership of the land to the Forest Service sometime during the next 2-3 years.

The Western River Conservancy land is accessed by Forest Roads 1228 and 1228121. I am delaying the decommissioning of these roads as long as the land remains under the ownership of the Western River Conservancy. Since the harvested timberland was recently replanted, access is needed for at least five more years to provide road access for silvicultural treatments that may be needed. If the land is conveyed to the Forest Service as planned, I will continue to delay the decommissioning of these two roads until at least the year 2011.

The section of Forest Road 1228 that needs to remain open consists of paved and aggregate surfaces; is 1.75 miles long and contains 10 culverts, one bridge and one stream crossing (EA Appendix A, page 2). The segment of Forest Road 1228121 that is needed for access has an aggregate surface; is 0.25 miles long, and includes 7 culverts (EA Appendix A, page 5).

Delaying the decommissioning of these roads for five years will not interfere with the overall plan to decommission roads within the BRWMU. Active road decommissioning activities would be limited to 15 miles of road in the water supply drainage per year and 15 miles of road per year in the project area outside of the water supply drainage (EA page I-6). Therefore the scheduling of road decommissioning for Forest Roads 1228 and 1228121 can be adjusted so that these are among the last roads to be decommissioned. To reduce or eliminate potential adverse effects, it will be necessary to continue performing road maintenance on the road until it is decommissioned approximately five years from now.

Description of Other Alternatives and Reasons for Non Selection:

Alternative 1 is the No Action Alternative (EA page II-2). It was not selected because it would not provide any of the benefits described in the purpose and need (EA page I-6). Also, compared to Alternative 2, if no action were taken to decommission unneeded roads, the following long-term adverse effects could impact natural resources, Heritage Resources, and lead to adverse long-term economic effects:

- **Water Resources** - Under the No Action alternative there is a risk of erosion, sedimentation, and downstream effects to turbidity and suspended sediment conditions as well as potential loss of reservoir storage capacity associated with catastrophic failure of culverts and/or road fill slopes (EA page III-25). The likelihood of ditch and culvert inlet overflow would increase with time as roads receive less frequent maintenance. The risk of debris flows and landslides will increase during storms as the road drainage system fails to function (EA page III-12). The failed fill deposits will remain as exposed soil down slope of the road and will be available for potential movement reaching streams as delivered sediments. Eventually, if not maintained, nearly all of the drainage crossings will plug and fills will be eroded and transported as sediment (EA page III-15).
- **Fisheries** - As road maintenance becomes less frequent, the ability of road runoff to be effectively mitigated by culverts and ditches will be adversely affected as encroachment of road vegetation blocks or impedes water runoff. As overflowing waters run across roads, new erosion cycles will begin with gully erosion progressing upslope from the toe of the road fill. For large storms, there would be increased risk of unmaintained drainage crossings to fail, moving large volumes of earth into drainages. Streams downstream of major fill failures would experience habitat loss for fish and aquatic organisms due to increased sedimentation, decreased water quality, and loss of habitat complexity through filling of pools and loss of water depth, excessive fines in stream gravels, and filling of pools for rearing. Additional channel widening would add more fine sediments to the stream environment. A cycle of stream channel adjustment would ensue which would make habitat features less stable and more transitory. Fish spawning, egg incubation, fry emergence, and rearing success would decline in such reaches. Long-term road sediment production associated with the No Action Alternative is expected to increase

considerably, degrading fish habitat quality over the long term (EA page III-48). Sediment yield and turbidity under the No Action alternative would develop in time as drainage crossing failures increased and erosion of the fills continued until washed away. Effects from a number of road fill failures would increase the habitat losses further downstream. When a number of tributaries with road failures contribute increased sediment loads, the downstream rivers may also suffer habitat losses and develop less stable stream channels. An increased risk of fish population declines would occur.

- **Wildlife** - Unneeded paved roads would remain open in the watershed and would continue to contribute to fragmentation of the watershed. This fragmentation would continue to negatively impact the amount and quality of spotted owl habitat potentially available within the analysis area (EA page III-66). Roads directly adjacent to potential bald eagle habitat would remain open in the short-term and continue to increase the potential for human disturbance to any bald eagle foraging in the area (EA page III-70).
- **Economics** - Under the No Action Alternative, the annual cost (\$158,019) to maintain roads within the BRWMU at the existing maintenance level would not be reduced (EA page III-90). The No Action alternative would rely on very limited road maintenance funds to repair failed sections of road. Additional funds would be required to reconstruct these sections of roads at considerable cost. It is likely that funding limitations would prevent repair and the road would be blocked beyond the point of failure (EA page III-15).
- **Heritage Resources** - The No Action Alternative may have the potential to adversely affect yet unidentified historic properties and archeological material within the BRWMU if road culverts and fills become plugged and fills are eroded or fail. The effects of road failures have the potential to extend far beyond the existing road prism. Geographic features in the BRWMU with high probability for archaeological discovery include benches and terraces near streams. These features would be particularly at risk in the event of a debris torrent due to a road failure. The risk of adverse effects would increase with time as culverts lose capacity to carry stream flow due to lack of maintenance.

Finding of No Significant Impact (40 CFR 1508.27)

Based on the site-specific environmental analysis documented in the EA and the comments received from the public, I have determined that this is not a major Federal action that will significantly affect the quality of the human environment; therefore, an Environmental Impact Statement is not needed. This determination is based on the design of the selected alternative and the following factors:

- **THREATENED, ENDANGERED, AND SENSITIVE SPECIES**
 - **Northern Spotted Owl** (Threatened) - The Bull Run Road Decommissioning Project is covered by a Programmatic Disturbance-Only Biological Assessment (USDA 2005). Consultation with the U.S. Fish and Wildlife Service occurs on a programmatic level for projects that have the potential to disturb spotted owls but would not modify their habitats. The current biological assessment is titled “Biological Assessment of Activities with the Potential to Disturb Northern Spotted Owls or Bald Eagles, Willamette Province – FY 2006-2007 (dated July 28, 2005).” The Fish and Wildlife Service issued the Biological Opinion for this document in

February of 2006. Projects such as the Bull Run Decommissioning project fit in the category listed in the above Biological Assessment/Opinion as “Road and Dike Repair” and covers most activities associated with road decommissioning and obliteration. The Biological Opinion would allow for road decommissioning and obliteration to occur within all land allocations and during the entire breeding season for spotted owls. Since it is likely road decommissioning projects covered under this EA will occur after fiscal year 2007, future disturbance biological assessments will need to be reviewed to insure compliance (EA page III-64).

- In the long-term, Alternative 2 will improve the habitat for spotted owls being provided within CHU OR-10 and LSR RO-201 (EA page III-66).
 - Although road decommissioning under Alternative 2 has the potential to adversely affect breeding spotted owls, it is not reasonably certain that an active spotted owl nest would occur at or near a proposed project due to the low density of actively nesting spotted owls and the small proportion of the action area that would be disturbed (USDI 2006). Therefore, Alternative 2 will have a **May Affect, Not Likely to Adversely Affect** call on spotted owls (Disturbance Only.).
 - Alternative 2 will improve spotted owl connectivity within the watershed by actively decommissioning approximately 73 miles of road that are currently fragmenting potentially large patches of interior forest. This reduction in fragmentation will create much larger blocks of interior forest, thus improving the quality of suitable habitat within the watershed. Connectivity between suitable habitat blocks will also be enhanced (EA page III-67).
- Northern Bald Eagle (Threatened) - There will be no adverse effects to individual bald eagles or bald eagle habitat. The decommissioning of roads will have no negative impacts on the availability of bald eagle habitat in the watershed. Since there are currently no known bald eagle nests or roost sites within or directly adjacent to the watershed, there will be no predictable adverse effects to bald eagles. However, since several of the roads proposed for decommissioning occur close to potential bald eagle habitat surrounding Reservoir’s #1 and 2, the Biological Assessment of Activities with the Potential to Disturb Northern Spotted Owls or Bald Eagles, Willamette Planning Province – FY 2006-2007 (USDA2005) provides guidance to issue a **May Affect, Not Likely to Adversely Affect** call for the project.
- The closure of roads near potential bald eagle habitat surrounding Reservoirs #1 and 2 will reduce the potential for disturbance of any bald eagle foraging in the area. It will also potentially increase the chances of a bald eagle nesting or roosting in the area due to an increase in security.
 - No adverse cumulative effects are predicted under Alternative 2. Conditions in the watershed should continue to provide good foraging and nesting habitat for the bald eagle.
- Sensitive Wildlife Species - Alternative 2 **May Impact Individuals, But Not Likely to Cause a Trend Towards Federal Listing or Loss of Viability** for the following Sensitive species: Cope’s Giant Salamander, Cascade Torrent Salamander,

Oregon Spotted Frog, Horned Grebe, Bufflehead, Harlequin Duck, California Wolverine, and American Peregrine Falcon (EA Table III-22, page III-72).

- Survey and Manage Wildlife Species - There are no impacts to Survey and Manage species. There are no known sites affecting the project. No changes are needed. This project is consistent with the Survey and Manage standards and guidelines (EA Table III-22, III-72, and page III-74).
- Threatened, Endangered, Sensitive, Survey and Manage Indicator Aquatic Species - There are no Endangered fish species on the Mt. Hood National Forest. Threatened, Sensitive, Survey and Manage, and Management Indicator aquatic species are known to exist on the Zigzag Ranger District and Columbia Gorge National Scenic Area. Alternative 2 is consistent with activities outlined for *U.S. Forest Service and Bureau of Land Management Programmatic Activities in Northwestern Oregon*. Effects calls for Alternative 2 and the recommended design features and BMPs for implementation are consistent with road decommissioning and obliteration activities outlined in the Programmatic. For **May Affect, Likely to Adversely Affect** activities for Proposed, Threatened, and Endangered aquatic species, and **Adverse Affect** activities for Essential Fish Habitat consistent with the Programmatic, formal consultation has been initiated programmatically, a biological opinion has been issued, and thus no further consultation is necessary (EA page III-63).
 - Threatened Aquatic Species within the BRWMU are Steelhead, Chinook, and Coho. Under Alternative 2, the effects call is **May Effect, Likely to Adversely Affect**. This call is warranted because of possible short-term effects due to potential sediment delivery during road decommissioning activities. However, over the long-term, Alternative 2 will result in beneficial effects to federally listed aquatic species and their habitats (EA pages III-33 to III-63).
 - Sensitive Aquatic Species - Redband trout is the only Sensitive aquatic species within the BRWMU. Under Alternative 2, the effects call is **May impact individuals or habitat, but will not likely contribute towards Federal Listing or a loss of viability to the population or species**. This call is warranted because of possible short-term effects due to potential sediment delivery during road decommissioning activities. However, over the long-term, Alternative 2 will result in beneficial effects to federally listed aquatic species and their habitats (EA page III-53).
 - Management Indicator Species - Cutthroat trout is the only Management Indicator aquatic species within the BRWMU. Under Alternative 2, the effects call is **May impact individuals or habitat, but will not likely contribute towards Federal Listing or a loss of viability to the population or species**. This call is warranted because of possible short-term effects due to potential sediment delivery during road decommissioning activities. However, over the long-term, Alternative 2 will result in beneficial effects to federally listed aquatic species and their habitats (EA pages III-33 to III-63).
 - Survey and Manage aquatic Species - The Columbia dusky snail is the only Survey and Manage aquatic species within the BRWMU. Under Alternative 2, the effects call is **May impact individuals or habitat, but will not likely contribute towards Federal Listing or a loss of viability to the population or species**. This call is warranted because of possible short-term effects due

to potential sediment delivery during road decommissioning activities. However, over the long-term, Alternative 2 will result in beneficial effects to federally listed aquatic species and their habitats (EA pages III-53 to III-63).

- Essential Fish Habitat - Alternative 2 would **Adversely Affect Essential Fish Habitat** for Chinook and Coho salmon in the short-term due to ground disturbance in the riparian areas and the potential for sedimentation transport mechanisms to be created. However, over the long-term, the decommissioning of roads will beneficially affect Essential Fish Habitat by returning stream crossings and drainage patterns to a more natural state (EA page III-54 to III-56).

Consistency With the Mt. Hood Forest Plan

Alternative 2 is consistent with direction found in the Mt. Hood National Forest Land and Resource Management Plan (Forest Plan) as amended.

- It is consistent with **Standards and Guidelines** specific to the relevant land allocation and it is consistent with the applicable Forest-wide standards and guidelines.
- **Aquatic Conservation Strategy** - I have considered the relevant information from the watershed analysis (and referenced extensively in the EA). I have also considered the existing condition of Riparian Reserves, including the important physical and biological components of the fifth-field watersheds and the effects to Riparian Resources. I find that Alternative 2 is consistent with the recommendations of the watershed analysis, is consistent with riparian reserve standards and guidelines, and will contribute to maintaining or restoring the fifth-field watershed over the long term.
- It is consistent with **Late-Successional Reserve (LSR)** objectives.
- I have reviewed the **Survey and Manage** reports and have considered the recommendations of resource specialists and concur with their findings. This project is consistent with the 2001 Record of Decision for Survey and Manage standards and guidelines as amended or modified as of March 21, 2004.
- It is consistent with the National Forest Management Act regulations for **vegetative management**. Vegetation manipulation is in compliance with 36 CFR 219.27(b), (s. 4.6.1 & EA Appendix E).

Cumulative Effects

The analysis considered not only the direct and indirect effects of the projects but also their contribution to cumulative effects. Past, present and foreseeable future projects have been included in the analysis (Chapter III). The analysis considered the proposed actions with design features and BMPs. The EA elaborates on cumulative effects related to resources such as water quality, fisheries, wildlife, and botany. No significant cumulative or secondary effects were identified.

Heritage Resources

Field surveys have been conducted. Alternative 2 has been reviewed to determine its potential to affect any historic properties as required by the National Historic Preservation Act. There would be little or no potential to affect any historic properties.

Other

The effects are not likely to be highly controversial and do not involve highly uncertain, unique, or unknown risks. This action will not set a precedent because other similar actions have occurred in the past. The project was not found to threaten a violation of any Federal, State, or local law. The project complies with Executive Order 12 898 regarding environmental justice (EA page III-95). No disproportionately high adverse human or environmental effects on minorities and/or low-income populations were identified during the analysis and public information process. No significant irreversible or irretrievable commitments of resources were found (EA page III-94). There will be no effect to Wild and Scenic Rivers and State Scenic Waterways, wetlands, wilderness areas, research natural areas or any other areas with unique characteristics. The area is not affected by recent wilderness proposals. The project will not affect public health or safety. Adverse and beneficial impacts have been assessed and found to be not significant. No significant effects to consumers, civil rights, minority groups, women, prime farmland, rangeland, forestland, wetlands, or floodplains were identified (EA page III-95).

Comments

The legal notice for the 30-day comment period for this project was published in the Oregonian on July 10, 2006. I have considered comments that were received. The responses to the comments are contained in Appendix C of the EA.

Appeal Rights

This decision is subject to appeal pursuant to Forest Service regulations at 36 CFR 215. Any individual or organization that submitted comments during the comment period may appeal. Any appeal of this decision must be in writing and fully consistent with the content requirements described in 36 CFR 215.14. The Appeal Deciding Officer is Linda Goodman, Regional Forester. An appeal should be addressed to the Regional Forester at any of the following addresses. Postal: ATTN.: 1570 APPEALS, P.O. Box 3623, Portland, OR 97208-3623; Street location for hand delivery: 333 SW 1st Ave, Portland, OR (office hours: 8-4:30 M-F); fax: 503-808-2255. Appeals can also be filed electronically at: appeals-pacificnorthwest-regional-office@fs.fed.us. Electronic appeals must be submitted as part of the actual e-mail message, or as an attachment in Microsoft Word (.doc), rich text format (.rtf), or portable document format (.pdf) only. E-mails submitted to email addresses other than the one listed above, or in formats other than those listed or containing viruses, will be rejected. It is the responsibility of the appellant to confirm receipt of appeals submitted by electronic mail.

The Appeal, including attachments, must be postmarked or received by the Appeal Deciding Officer within 45 days of the date legal notice of this decision was published in the Oregonian.

For further information regarding these appeal procedures, contact the Forest Environmental Coordinator Mike Redmond at 503-668-1776.

Project Implementation

Implementation of this decision may occur on, but not before, 5 business days from the close of the 45-day appeal filing period described above. If an appeal is filed, implementation may not occur for 15 business days following the date of appeal disposition (36 CFR 215.10).

The EA can be downloaded from the Forest web site at <http://www.fs.fed.us/r6/mthood> in the Projects & Plans section.

For further information contact Mike Malone, Zigzag Ranger Station, 70220 E. HWY 26, Zigzag, OR 97049. Phone: (503) 622-3191 Email: mmalone@fs.fed.us

Responsible Official:

/s/ Daina L. Bambe
DAINA L. BAMBE
Acting District Ranger

December 13, 2006
Date Published