

USDA. FOREST SERVICE
 COLUMBIA RIVER GORGE NATIONAL SCENIC AREA
 902 WASCO AVENUE, SUITE 200
 2333
 HOOD RIVER, OR 97031

Telephone: 541-386-
Fax: 541-386-1916

PROJECT REVIEW APPLICATION

CD-07-01-G USFW-GRAVEL PLACEMENT FOR ROAD

APPLICANT(S)			PROPERTY OWNERS
USDI – U.S. Fish and Wildlife Service			USDI – U.S. Fish and Wildlife Service
MAILING ADDRESS			MAILING ADDRESS
Steigerwald Lake National Wildlife Refuge			Steigerwald Lake National Wildlife Refuge
P.O. Box 1136			P.O. Box 1136
35501 S.E. Evergreen Highway			35501 S.E. Evergreen Highway
Washougal, WA 98671			Washougal, WA 98671
APPLICANT’S SIGNATURE AND DATE			PROPERTY OWNER’S SIGNATURE AND DATE
James R. Clapp, Refuge Manager			James R. Clapp, Refuge Manager
PHONE: (360) 835-8767			PHONE: (360) 835-8767
E-MAIL: jim_clapp@fws.gov			E-MAIL: jim_clapp@fws.gov
LOCATION OF PROPERTY			PROPERTY ADDRESS (IF APPLICABLE)
TOWNSHIP: T1N	RANGE: R4E	SECTION: SW ½ -15 SE ½ - 49	35501 S.E. Evergreen Highway Washougal, Washington 98671
TAX LOT:			
PARCEL SIZE (ACRES): North Stevenson Unit - 135 acres; Refuge total is 1,049			COUNTY: Clark
EXISTING LAND USE: Wildlife Refuge – Currently in grasslands as one of several pasture/grassland fields managed for wintering Canada goose forage.			STATE: Washington

PROJECT DESCRIPTION: Describe your proposed project, including details on structures to be built, location and types of utilities and infrastructure, drainfields, accessory buildings, ground leveling, and filling, or any other relevant activity or mitigation measures proposed. Use additional sheets as necessary:

In August 2003, an application for consistency review for construction of an access road from Washington State Road (SR) 14 across a section of pasture grassland to the Steigerwald Lake NWR office was submitted and approved, with an extension from your office until October 9, 2007.

During the subsequent negotiations with BNSF Railway Company to finalize documents authorizing the actions described in that review (File Code 2370-CD-03-12-G), it was agreed between BNSF and the U.S. Fish and Wildlife Service (Service) that in addition to eliminating the railroad crossing into the office area from Evergreen Highway, the Service would also agree to allow BNSF to remove the railroad crossing on a short service road from Evergreen Highway into the northeast corner of the Stevenson Unit of the refuge. This service road currently provides the shortest access to a well house, the Straub Dike, and Straub Dike water control structure, which is used to manage water levels in wetlands on the eastern portion of the refuge. During the dry summer months, access can be obtained by driving on the pasture, which is not too inconvenient.

During the winter, however, one must drive an extra four miles along a combination of highway, industrial park road, and gravel service road, passing through three locked gates. The winter time period is the time during which access to the water control structure on a regular (at least twice a week) basis is important to ensure water levels are maintained at the desired level and to allow for cleaning beaver debris, which frequently plugs this structure. It would be much more convenient and timely to have a shorter access to this location.

This project review application proposes construction of a one-lane gravel road from an existing gated entrance (although currently overgrown with blackberries) into the North Stevenson Unit from SR 14. At the exit from SR 14, a 100' x 100' Y-shaped turnaround will be constructed to allow for turnaround of a dump truck and trailer required to transport the refuge excavator, which is periodically required to clean out the beaver mud and debris which periodically builds up at the water control structure described above. This turnaround will be constructed to allow the truck and trailer to remain at the entrance site, as the road will not be constructed suitable to carry a dump truck, trailer and excavator. It will, however, allow for "walking" the excavator or driving a pickup down the road to the water control structure. The road will then follow closely along the southern side of an existing fenceline between SR 14 and the north edge of the North Stevenson Unit (Exhibits 1a – 1d). It will intersect with an existing road near the wellhouse located in the northeast corner of the North Stevenson Unit at a previous farmyard area, which has become overgrown with grass since the barn was removed in the late 1970s. This road will be approximately 10 feet wide and 2400 feet long. It will be constructed by tailgate spreading gravels from a 10-yard dump truck to a depth of approximately 4" on top of mowed pasture grass. No vegetation will be removed except for blackberries at the site of the gated entrance on SR 14, and no sod will be removed. The road material has been obtained during operations to clean excess sand and gravel from Gibbons Creek between a diversion structure and SR 14 periodically to maintain safe salmon passage in Gibbons Creek, under authority of a Washington State Hydraulics Permit Application. This gravel has been stockpiled west of the diversion structure during previous operations, and will make an excellent service road base. It had been used to construct a short access service road in another nearby location over 10 years ago. As you can see from the attached photo of that roadway

(Exhibit 2), the fine material in this sand and gravel material provides a suitable growing medium for the establishment of grass, which should hide the road within a few years.

Photographs of the route of the proposed service road are attached.

U.S. Fish and Wildlife staff has completed a Comprehensive Conservation Plan describing long range plans for the Gorge refuges. Plans for the portion of the tract upon which the proposed road will be constructed are to continue managing the western two-thirds and the southern half of the eastern one-third as managed grasslands for winter Canada goose forage. Plans are to convert the northern half of the eastern one-third into oak savanna, which will tie into the Washougal Oaks Natural Resources Conservation Area and Natural Area Preserve being proposed by the Washington State Department of Natural Resources across SR 14 to the east and north of this area. Completion of these plans are dependent on future funding resources. The proposed road will be placed along the northern boundary of the proposed oak savanna area along the existing fence line, so future plantings will not be affected.

A cultural reconnaissance review and biological report are attached. No ground will be disturbed. If any evidence of cultural resources is located during clearing operations, work will be stopped, and U.S. Fish and Wildlife Service and Washington State cultural resources representatives will be contacted before resuming work activities.

If you would like to review the project, please contact Jim Clapp at (360/835-8767).

Application Checklist: the following is required to complete your application:

- Application form completed and signed
- Site Plan
- Key viewing areas checklist (attached)
- Names and addresses of adjacent property owners within 200 feet of parcel
- Any additional information as required:

KEY VIEWING AREAS: Key viewing areas are important public viewpoints and areas that afford opportunities to view the Gorge scenery. Key viewing areas are listed below. Please check those sites which can be seen from your property.

- | | |
|---|--|
| <input type="checkbox"/> Historic Columbia River Highway | <input checked="" type="checkbox"/> Washington State Route 14 |
| <input type="checkbox"/> Sandy River | <input type="checkbox"/> Washington State Route 142 |
| <input checked="" type="checkbox"/> Portland Women's Forum State Park
Probably not be visible at this distance | <input type="checkbox"/> Washington State Route 141 |
| <input checked="" type="checkbox"/> Crown Point
Probably not be visible at this distance | <input type="checkbox"/> Cook-Underwood Road |
| <input type="checkbox"/> Rooster Rock State Park | <input type="checkbox"/> Dog Mountain Trail |
| <input type="checkbox"/> Multnomah Falls | <input type="checkbox"/> Beacon Rock |
| <input type="checkbox"/> Larch Mountain | <input type="checkbox"/> Cape Horn |
| <input type="checkbox"/> Highway I-84, including rest stops | <input type="checkbox"/> Columbia River |
| <input type="checkbox"/> Bonneville Dam Visitor Centers | <input type="checkbox"/> Pacific Crest Trail Oregon Highway 35 |
| <input type="checkbox"/> Sherrard Point on Larch Mountain | |
| <input type="checkbox"/> Rowena Plateau/Nature Conservancy Viewpoint | |
| <input type="checkbox"/> Larch Mountain Road | |
| <input type="checkbox"/> Wyeth Bench Road | |

STEIGERWALD LAKE NATIONAL WILDLIFE REFUGE
CLARK COUNTY, WASHINGTON

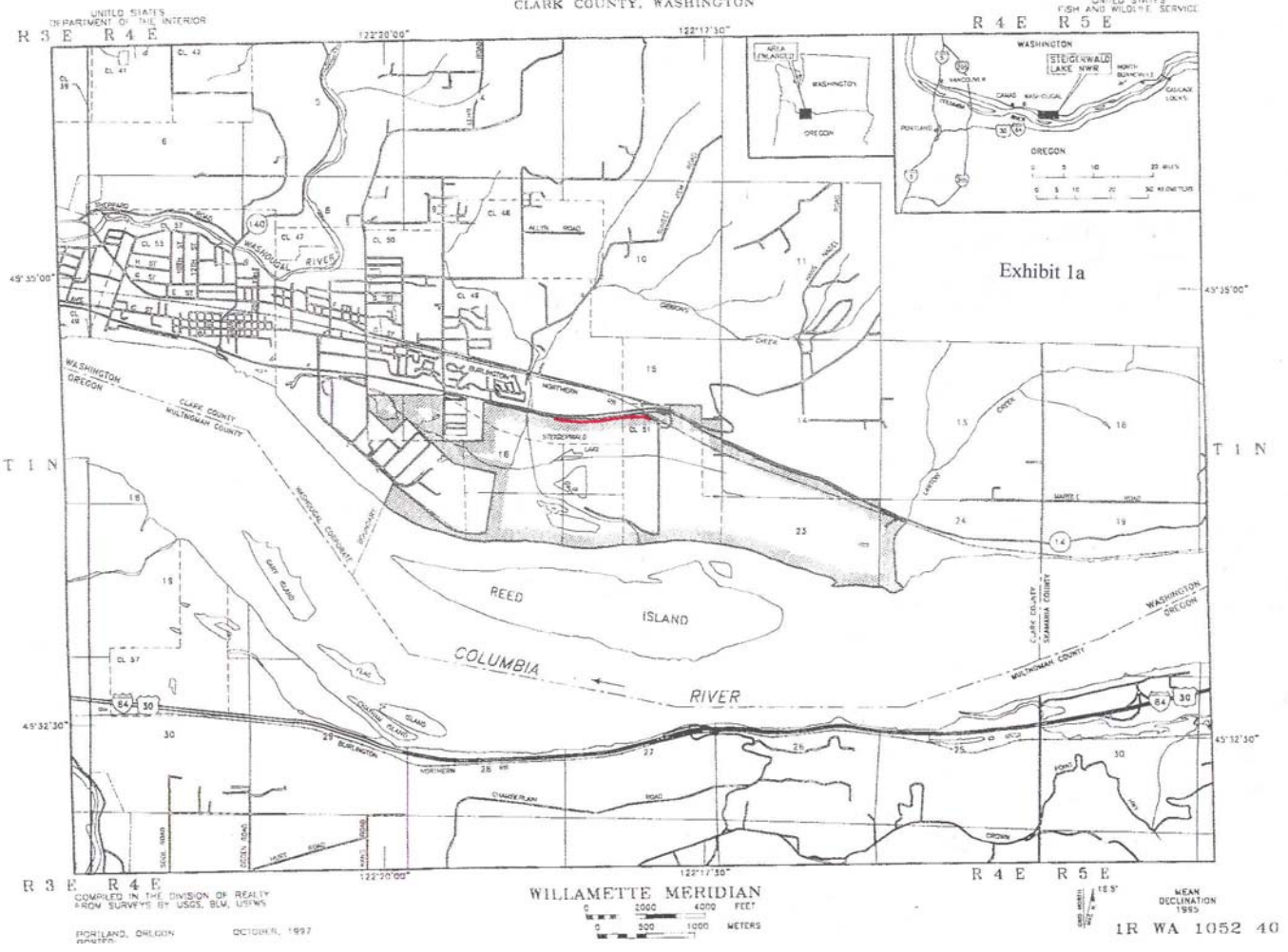
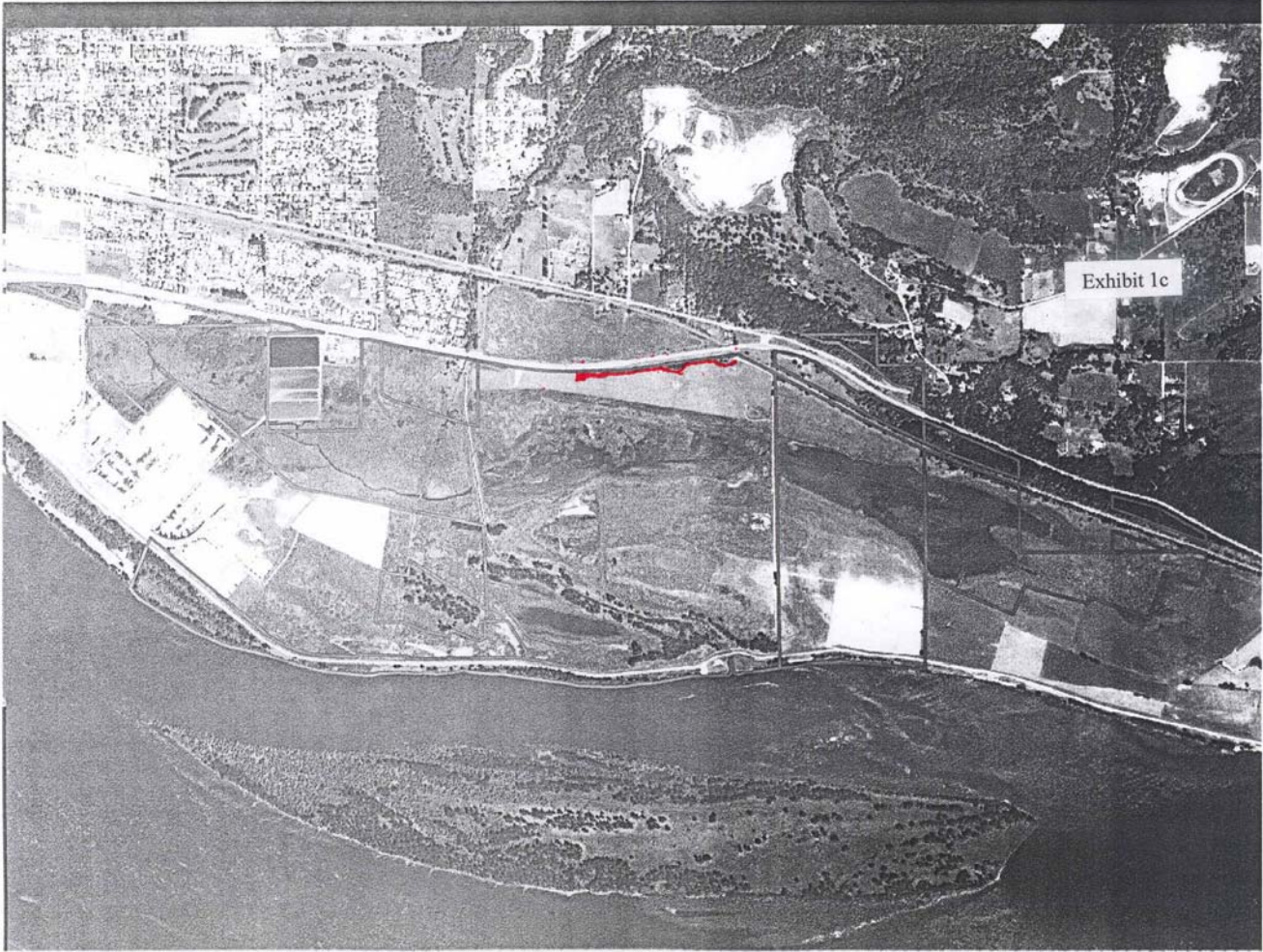


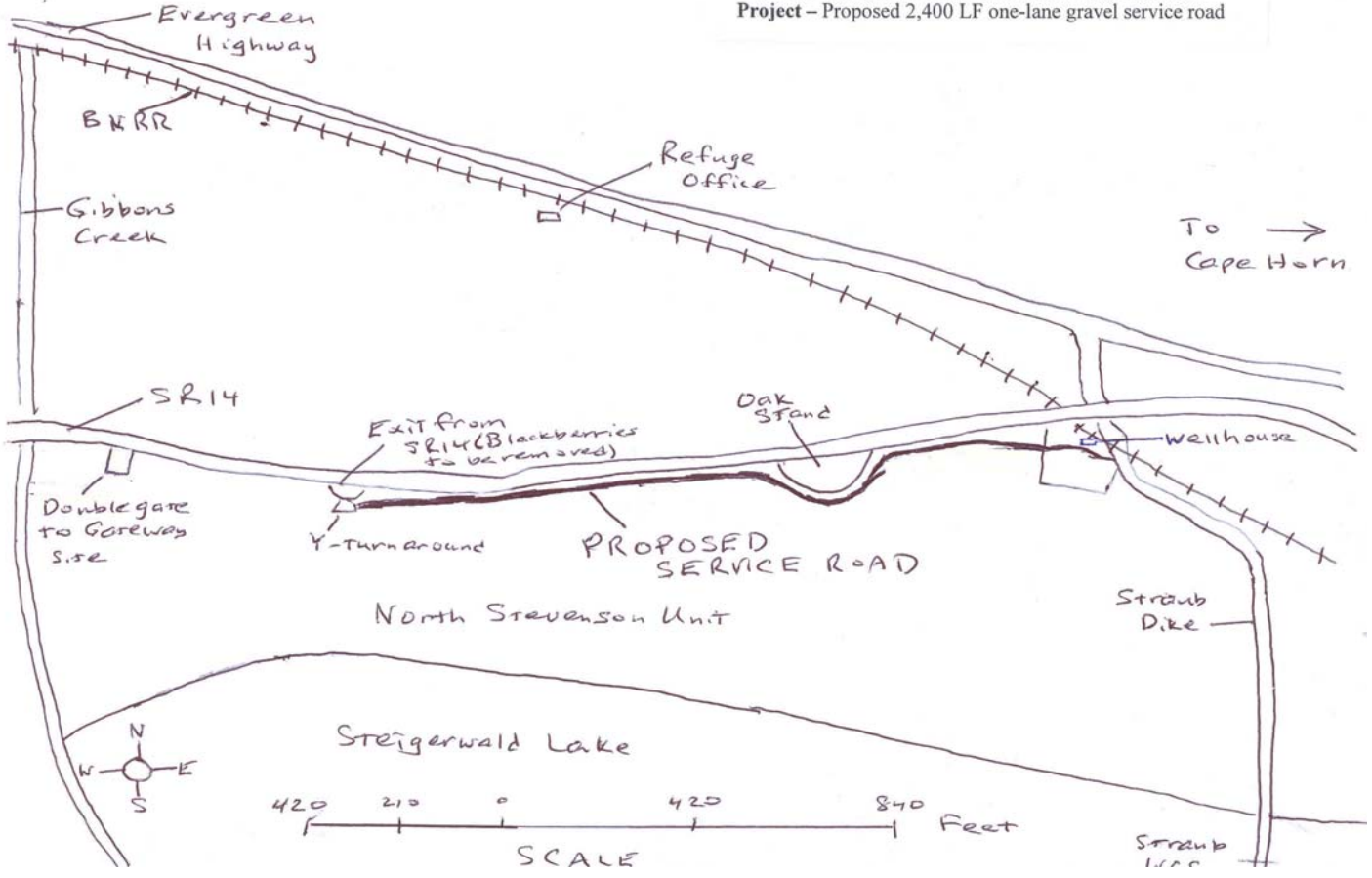


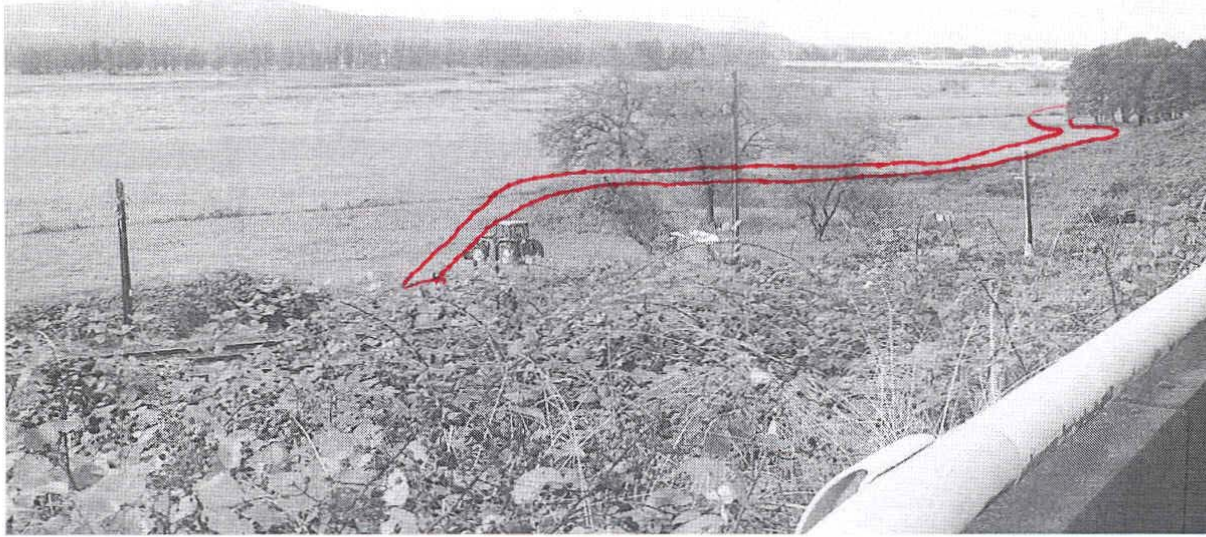
Exhibit 1b



← To
Washouga, WA

Applicant - USDI - U.S. Fish and Wildlife Service
Location - Steigerwald Lake National Wildlife Refuge
Project - Proposed 2,400 LF one-lane gravel service road





View of proposed Stevenson roadbed from SR 14 at the west end of the WDOT overlook.
Approximate location sketched.

IMPORTANT NOTE: This project calls for NO grading or ground disturbance
The road will be “built” by spreading gravel along the alignment. Grass will regrow
through the gravel and the road will not be visible within the time period needed to
meet scenic resources.