

DECISION RECORD & CATEGORICAL EXCLUSION REVIEW

Project Name: Hyatt Boating Facilities Project

(OR-MO40-2011-002-CX)

BLM Office: Ashland R.A., Medford District. Phone # (541) 618-2281

DESCRIPTION & LOCATION OF THE PROPOSED ACTION:

The proposed action involves boating facility maintenance and minor improvements within the BLM Hyatt Lake Complex. The project will involve replacing existing ramps at both of the boat launching sites within the campground, changing the location of existing boarding floats, boating facility parking area maintenance, and minor improvements at the Mt. View boating parking area (Map 1).

The Medford District Resource Management Plan (RMP) (1995) lists recreation objectives to “provide a wide range of developed and dispersed recreation opportunities” and to “manage scenic, natural and cultural resources to enhance visitor recreation experience expectations and satisfy public land users” (pg 63). The Hyatt – Howard Special Recreation Management Area Plan (1995) identifies to, “expand and improve the fishing pier/boat docks” (pg 14, Action 1.2.) as a desired action. The Cascade-Siskiyou RMP (pg 96) states management objectives within the Hyatt Lake Recreation Area are, “to provide for safe and enjoyable recreational opportunities consistent with the protection of monument objects”. Implementing maintenance and minor improvements of the boating facilities within BLM Hyatt Lake Complex addresses the recreation objectives in the Medford District RMP (1995), CSNM RMP (2008), as well as fulfills planned Action 1.2 in the Hyatt-Howard Special Recreation Management Area Plan.

Boat Launch Ramps

Both of the launch ramps within the Hyatt Lake Campground are in need of replacement. The ramp at the main boat dock has several areas where the concrete is damaged. The boat launch ramp at the Mt. View Dock is undermined and cracked concrete has broken up resulting in spots in the existing ramp where portions of boat trailers/vehicles could potentially fall in large holes. Where the ramp is undermined a portion of the ramp is unusable. This project would remove the existing concrete launch ramps with heavy equipment and replace the existing ramps with the pre-cast concrete ramp construction method (see attached - Appendix A). Pre-cast concrete ramp construction does not involve in-water concrete placement. A silt curtain would be installed around the construction site to isolate turbidity. The existing ramp would be removed and earthwork would be performed to establish ramp grade. Both of the existing ramps at Hyatt require minimal earthwork because a proper grade was already established when the existing ramps were installed. A rail system would then be used to attach the pre-cast concrete planks in the water. Two vertical feet above the water line a cast in place concrete ramp would be poured to replace the existing ramp.

Changing the Location of Existing Boarding Floats

The existing boarding floats at both launch ramp sites are pile-supported and served by concrete bulkheads at each launching site. The existing piles and bulkheads would now be utilized to access and hold in place mooring floats, docks where users will be able to moor their boats while using the campground, facilities, parking vehicles, etc. New concrete bulkheads, above the waterline, may be built closer to the launching ramps. The bulkheads would be built within the existing footprint (previously disturbed area) of the boating facilities. The bulkheads would be utilized to hold in place and anchor both a gangplank and boarding floats. No additional piles will be driven within the reservoir. The concrete bulkheads would be approximately three to five feet in height and six to eight feet in length. They would be built above the water line at time of construction. The existing concrete ramp structure at the main launch ramp at Hyatt Lake Campground would be removed. The concrete ramp structure was an early attempt at installing self-leveling docks that failed. The concrete ramp is not needed and serves as an obstacle to ramp use.

Mt. View Boating Parking Area

Boating facility parking maintenance and minor improvements would occur near the Mt. View Launch Ramp (Appendix B). The existing parking area would be re-paved. An existing footpath will be re-graded and paved to allow Americans with Disabilities Act (ADA) compliant access to the launch ramp and docks at the Mountain View launch ramp. The area that is currently used to maneuver a vehicle to back in boats on the launching ramp would be extended by approximately 40 feet to allow easier maneuvering. Three small areas of the existing parking area will also be expanded slightly to accommodate vehicles pulling boat trailers and increased use at the site (Appendix B).

Project Design Features

Project Design Features (PDF's) are specific measures included in the proposed action to minimize the impacts on human and natural environments and comply with the District's management direction in the RMP, including the Aquatic Conservation Strategy, and State and Federal laws. The following PDFs will be implemented as part of the proposed action.

For the Protection of Aquatic Resources

- Wet (i.e., fresh enough to flow) concrete shall not be allowed to enter the reservoir. This includes water used to clean out concrete trucks after delivering material. Tools shall not be cleaned in the reservoir.
- Stockpiles shall not be located where unfiltered runoff can run into the reservoir.
- Refueling or maintenance of equipment shall be conducted a minimum of 150 feet away from the reservoir and within a confined area. All oil, fuel and hydraulic lines shall be in proper working condition to minimize leakage. Contractor shall take measures to prevent ANY spills of ANY material which could be detrimental to humans, fish or wildlife from occurring.
- Contractor's machinery and vehicles shall be steam cleaned or washed with high pressure water before entering Hyatt Lake Complex. All soil and organic matter shall be removed from machinery and vehicles. The equipment used for washing shall be sufficient to remove all soil and organic matter from machinery and vehicles. The water used for cleaning shall be in quantities sufficient to complete the required washing.
- A Spill Containment Plan will be in place prior to work beginning. The plan will include notification procedures, specific clean up and disposal instructions for different products, quick response containment and clean up measures that will be available on site, proposed methods for disposal of spilled materials and employee training for spill containment. The plan shall be approved by the contracting officer and in place before construction begins
- An oil absorbing, floating boom shall be available on site during all phases of construction.
- Disturbed ground, including excavated fill if applicable, would be treated to reduce soil erosion. This may be achieved via mulch and seed with native grasses or other approved seed; surface with durable rock material; or leave "as is" where natural rock occurs.
- During construction, straw wattles and ground cover such as straw should be used for perimeter control and would be available for use if inclement weather (i.e. thunderstorms) were to occur.

To minimize the spread of noxious weeds

- All equipment and tools shall be washed prior to entering and upon leaving the project area at a site where any mud or debris from the equipment will not contribute to the spread of noxious weeds or aquatic invasive species.

For the Protection of Cultural Resources

- If during project implementation the contractor encounters or becomes aware of any objects or sites of cultural value on federal lands, such as historical or pre-historical ruins, graves, grave markers, or artifacts, the contractor shall immediately suspend all operations in the vicinity of the

cultural value and notify the Contract Officer Representative (COR) so the site can be evaluated by a BLM archaeologist.

- Prior to any project implementation under this programmatic, a cultural resource survey would be completed and site-specific protection measures would be implemented to preserve the integrity of all significant recorded cultural sites.

PLAN CONFORMANCE

The proposed action is in compliance with the *1995 Medford District Record of Decision and Resource Management Plan (RMP)*. The 1995 Medford District Resource Management Plan incorporated 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 the Standards and Guidelines for Management of Habitat for Late-Successional and Old-Growth Forest Related Species Within the Range of the Northern Spotted Owl (Northwest Forest Plan) (USDA and USDI 1994)*. The 1995 Medford District Resource Management Plan was later amended by the 2001 *Record of Decision and Standards and Guidelines for Amendments to the Survey and Manage, Protection Buffer, and other Mitigation Measures Standards and Guidelines*.

On July 25, 2007, the *Record of Decision To Remove the Survey and Manage Mitigation Measure Standards and Guidelines from Bureau of Land Management Resource Management Plans Within the Range of the Northern Spotted Owl* amended the 1995 Medford District Resource Management Plan by removing the Survey and Manage Mitigation Measure Standards and Guidelines.

On December 17, 2009, the U.S. District Court for the Western District of Washington issued an order in *Conservation Northwest, et al. v. Rey, et al.*, No. 08-1067 (W.D. Wash.) (Coughenour, J.), granting Plaintiffs' motion for partial summary judgment and finding a variety of NEPA violations in the BLM and USFS 2007 Record of Decision eliminating the Survey and Manage mitigation measure. Judge Coughenour deferred issuing a remedy in his December 17, 2009 order until further proceedings, and did not enjoin the BLM from proceeding with projects (including timber sales).

This project may proceed even if the District Court sets aside or otherwise enjoins use of the 2007 Survey and Manage Record of Decision. This is because this meets the provisions of the last valid Record of Decision, specifically the 2001 *Record of Decision and Standards and Guidelines for Amendments to the Survey and Manage, Protection Buffer, and other Mitigation Measures Standards and Guidelines* (not including subsequent Annual Species Reviews).

This project is not a habitat disturbing activity, as defined in page 22 of the Standards and Guidelines of the 2001 *Record of Decision and Standards and Guidelines*, for any Survey and Manage species. Because the project is not habitat disturbing, the Survey and Manage provisions, including pre-disturbance surveys, are not required under the 2001 *Record of Decision and Standards and Guidelines*, (Standards and Guidelines, p. 7, 21-22).

A portion of the proposed action is located on BLM-administered lands in the Cascade-Siskiyou National Monument. The proposed action is in conformance and tiered to the 2008 Cascade-Siskiyou National Monument ROD and RMP. The proposed action is also in conformance with the direction given for the management of public lands in the Medford District by the Oregon and California Lands Act of 1937 (O&C Act), Federal Land Policy and Management Act of 1976 (FLPMA), the Endangered Species Act (ESA) of 1973, the Clean Water Act of 1987, Safe Drinking Water Act of 1974 (as amended 1986 and 1996), Clean Air Act, and the Archaeological Resources Protection Act of 1979.

CATEGORICAL EXCLUSION REVIEW

Department of the Interior Manual 516 DM 2, Appendix 2 provides for a review of the following criteria for categorical exclusion to determine if exceptions apply to the proposed action based on actions which may:

<u>Yes</u>	<u>No</u>	<u>Categorical Exclusion Exception</u>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	1. Have significant adverse effects on public health or safety.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	2. Have significant impacts on such natural resources and unique geographic characteristics as historic or cultural resource; park, recreation, or refuge lands; wilderness areas; wild or scenic rivers; national natural landmarks; sole or principal drinking water aquifers; prime farmlands; wetlands (Executive Order 11990); floodplains (Executive Order 11988); national monuments; migratory birds; and other ecologically significant or critical areas.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	3. Have highly controversial environmental effects or involve unresolved conflicts concerning alternative uses of available resources [NEPA Section 102(2)(E)] not already decided in an approved land use plan.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	4. Have highly uncertain and potentially significant environmental effects or unique or unknown environmental risks.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	5. Establish a precedent for future action, or represent a decision in principle about future actions with potentially significant environmental effects.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	6. Have a direct relationship to other actions with individually insignificant, but significant cumulative environmental effects. (40 CFR 1508.7 and 1508.25(a)).
<input type="checkbox"/>	<input checked="" type="checkbox"/>	7. Have adverse effects on properties listed or eligible for listing on the National Register of Historic Places.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	8. Have significant impacts on species listed, or proposed to be listed, on the List of Endangered or Threatened Species, or have significant impacts on designated Critical Habitat for these species.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	9. Violate a Federal law, or a State, local, or tribal law or requirement imposed for the protection of the environment.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	10. Have disproportionate significant adverse impacts on low income or minority populations (Executive Order 12898).
<input type="checkbox"/>	<input checked="" type="checkbox"/>	11. Limit access to and ceremonial use of Indian sacred sites on Federal lands by Indian religious practitioners or significantly adversely affect the physical integrity of such sacred sites (Executive Order 13007).
<input type="checkbox"/>	<input checked="" type="checkbox"/>	12. Contribute to the introduction, continued existence, or spread of noxious weeds or nonnative invasive species known to occur in the area or actions that may promote the introduction, growth, or expansion of the range of such species (Federal Noxious Weed Control Act and Executive Order 13112).

COMPLIANCE WITH NEPA

In accordance with 43 CFR § 46.205(c) and 46.215, the proposed action has been reviewed against the twelve criteria above and I have determined that none of the extraordinary circumstances described in 43 CFR § 46.205(c) apply to this project. The project qualifies as a categorical exclusion under 43 CFR § 46.210(f) which allows for *"routine and continuing government business, including such things as supervision, administration, operations, maintenance, renovations, and replacement activities having limited context and intensity (e.g., limited size and magnitude or short-term effects)."*

ADMINISTRATIVE REMEDIES

Notice of this decision will be posted on the District internet website:

<http://www.blm.gov/or/districts/medford/plans/index.php>.

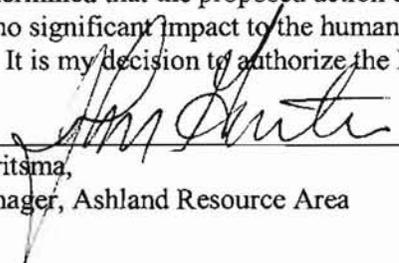
The action is subject to protest under 43 CFR § 4.450-2. A decision in response to a protest is subject to appeal to the Interior Board of Land Appeals under 43 CFR Part 4.

DOCUMENT PREPARATION AND REVIEW

Nicholas Schade	Natural Resource Specialist (Recreation)	02/14/2011
Prepared by	Title	Date
Kathy Minor	Natural Resource Specialist (CSNM Planner)	2/14/2011
Reviewed & Edited by	Title	Date

DECISION

I have determined that the proposed action qualifies as a categorical exclusion under 43 CFR § 46.210(f) involves no significant impact to the human environment and that no further environmental analysis is required. It is my decision to authorize the Hyatt Boating Facility Project.



John Gerritsma,
Field Manager, Ashland Resource Area

2/24/11

Date

ADMINISTRATIVE REMEDIES

Notice of this decision will be posted on the Medford District internet website. The action is subject to protest under 43 CFR 4.450-2. A decision in response to a protest is subject to appeal to the Interior Board of Land Appeals under 43 CFR part 4.

Map 1 Hyatt Boating Facilities Project Area

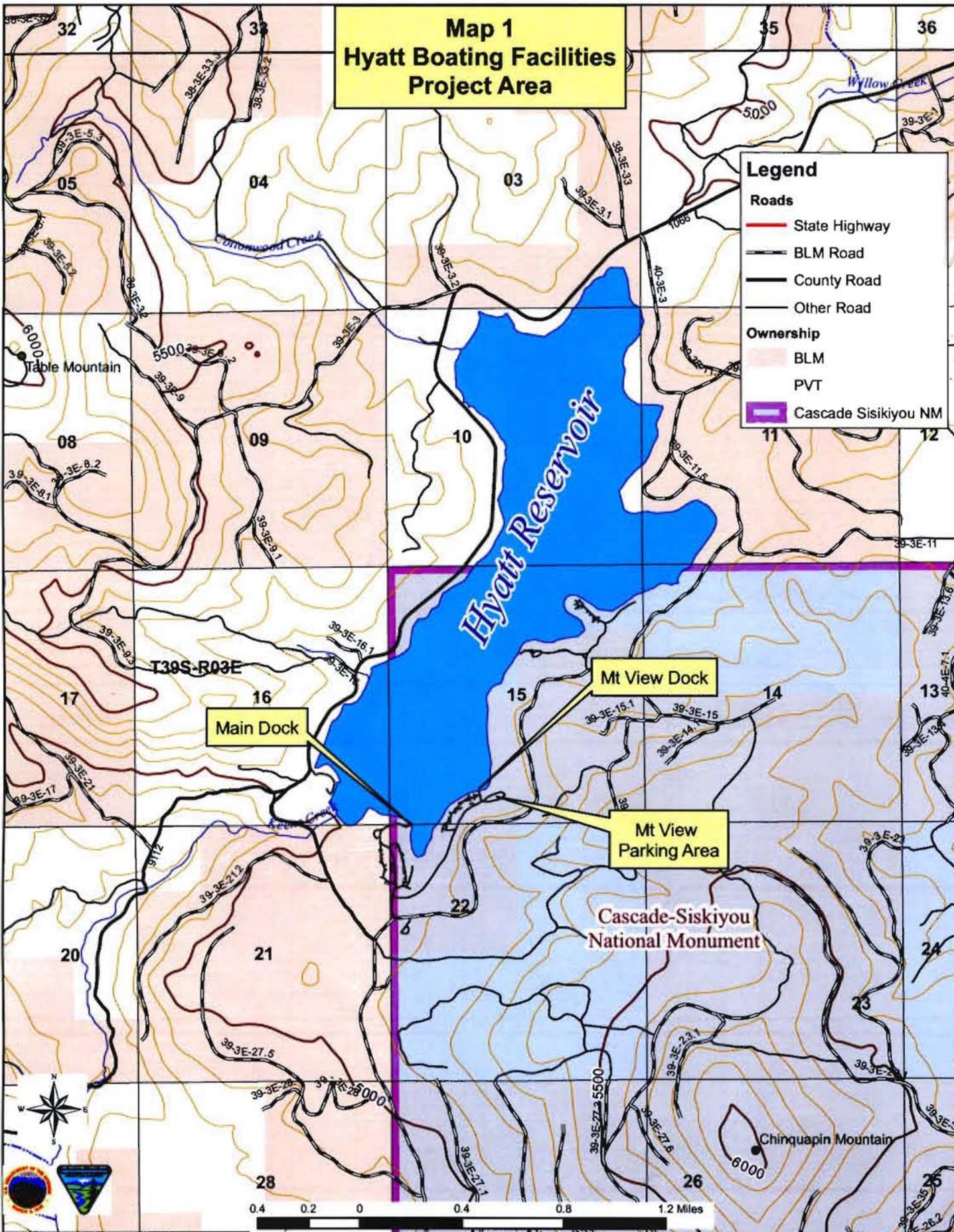
Legend

Roads

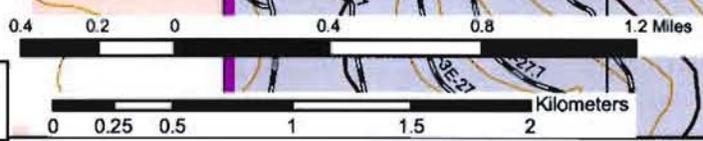
- State Highway
- BLM Road
- County Road
- Other Road

Ownership

- BLM
- PVT
- Cascade Siskiyou NM



No warranty is made by the Bureau of Land Management as to the accuracy, reliability, or completeness of these data for individual or aggregate use with other data. Original data were compiled from various sources and may be updated without notification.



Appendix A

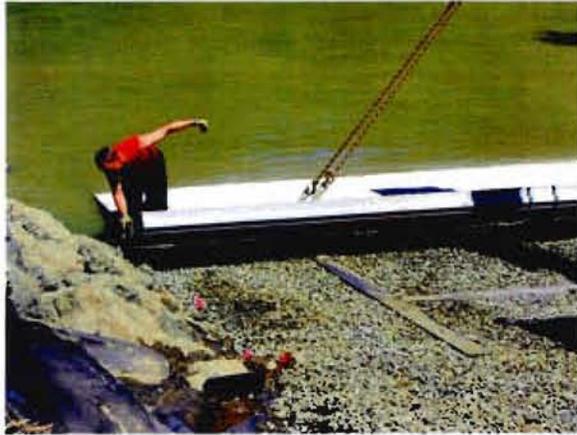
How to Construct a Precast Plank Concrete Ramp

(Typical at sites where water levels cannot be lowered enough to pour the entire ramp length with cast-in-place concrete)

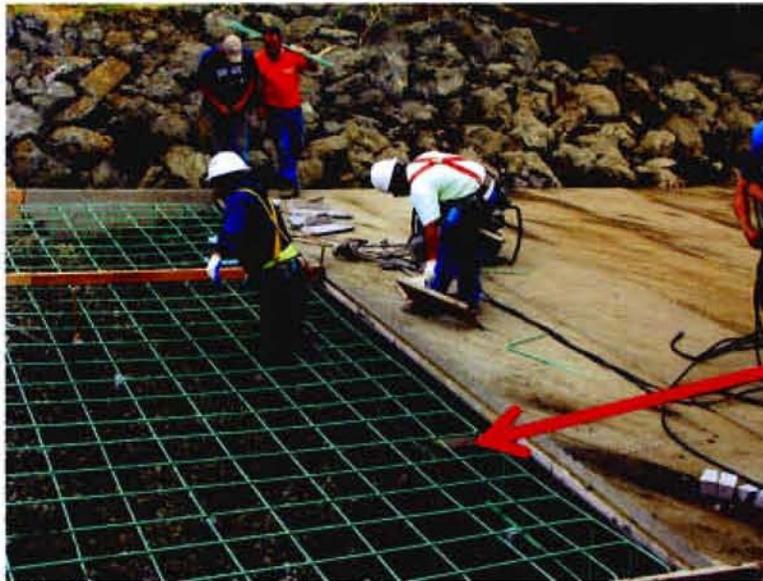
1. Contractor places the floating silt curtain surrounding the construction area. This helps to isolate any turbidity.
2. Contractor performs earthwork (cut or fill as needed) to establish ramp grade.
3. Contractor places the Steel Rail System.



4. Contractor then places the aggregate base, using the rail system as a screed to help level the base rock.
5. Beginning at the ramp toe and working up, the Contractor places the precast concrete planks. The rail system has an end stop that holds the precast planks in place.



6. This process continues until the contractor has moved to a minimum 2' (vertical) above the water level at time of construction. **Correctly establishing the anticipated water level at time of construction is critical because it will establish the quantity of planks required to complete the project.**
7. Contractor then forms the Cast-In-Place (CIP) concrete ramp section. Note that the end of the rail system is tied into the CIP ramp pour, to eliminate any settling to occur between ramp sections.



End of Rail System

8. And then the cast-on-place concrete ramp is poured.

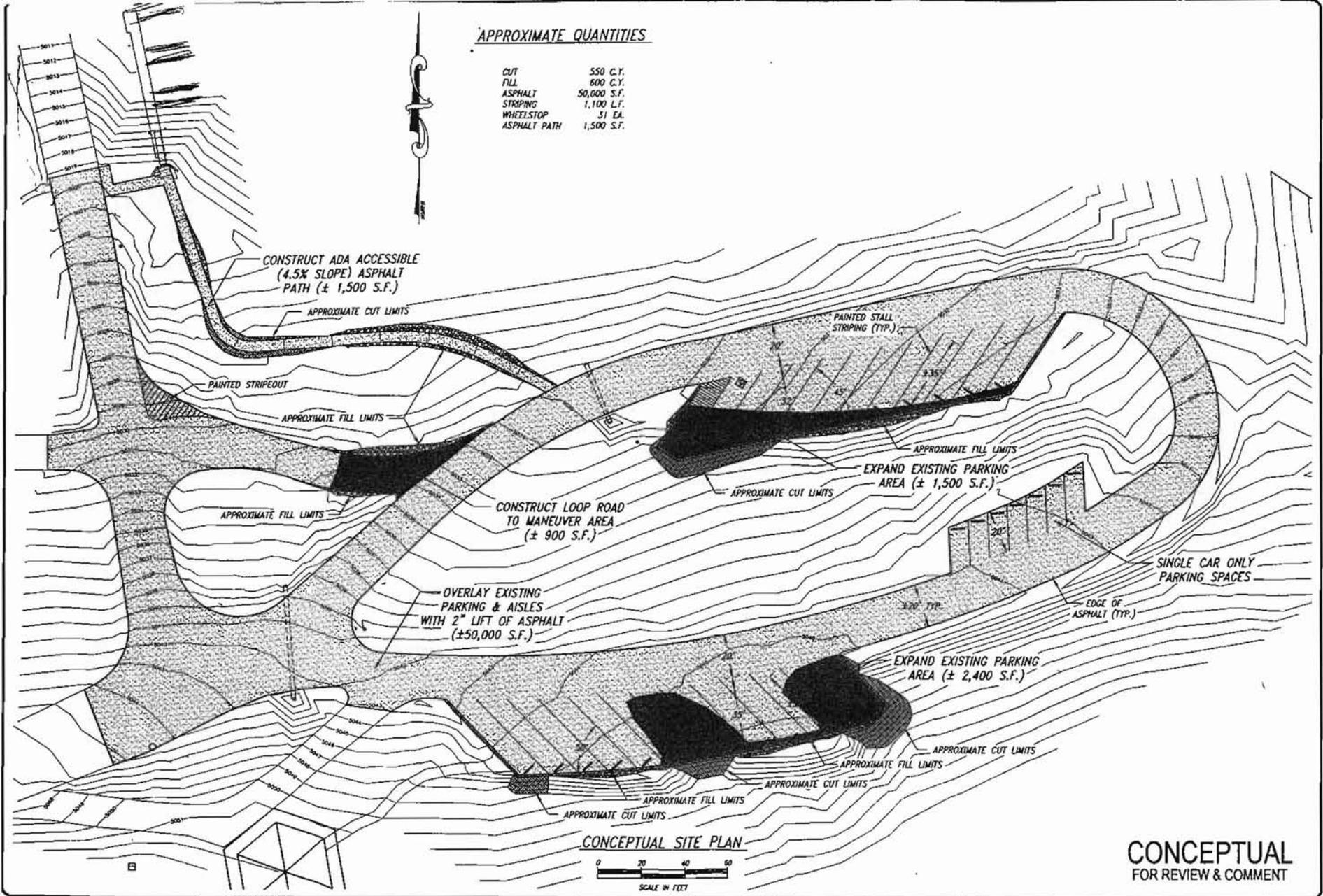


Precast Planks

Cast-In-Place (CIP) Concrete

APPROXIMATE QUANTITIES

CUT	550 C.Y.
FILL	600 C.Y.
ASPHALT	50,000 S.F.
STRIPING	1,100 L.F.
WHEELSTOP	51 EA.
ASPHALT PATH	1,500 S.F.



CONCEPTUAL SITE PLAN



CONCEPTUAL
FOR REVIEW & COMMENT

DATE	
REVISIONS	

APPROVED FACILITIES MANAGER	
FINAL CHECK BY	S. JANSEN
DESIGNED BY	
CHECKED BY	



CONCEPTUAL SITE PLAN
AT MOUNTAINVIEW RAMP, ON HYATT LAKE
FOR THE BUREAU OF LAND MANAGEMENT

3	3
SHEET	OF

1505 - PG - 3
UNREPRODUCED

APP. B