PROJECT CHECKLIST
for
CAMP GRISDALE ROAD
WA PFH 208-1(1)

May 2004

Prepared by
U.S. Department of Transportation
Federal Highway Administration
Western Federal Lands Highway Division

PROJECT CHECKLIST

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Purpose of Project Checklist

The project checklist is used by the Western Federal Lands Highway Division (WFLHD) of the Federal Highway Administration (FHWA) as part of its early coordination and data gathering process. It provides opportunity for public and governmental agencies that may be affected by the proposed action, or that may have regulatory or administrative interest, to become involved in the project development process at an early stage.

Besides describing the project need and scope of the proposed highway upgrading, the checklist contains an initial estimate of environmental resources, potential impacts, proposed alternatives, and related issues in the project study area. It aids in identifying issues that are insignificant or have potential consequences in the project study area.

The checklist contains the results of the location studies, engineering investigations, and environmental studies completed to date. This information will provide the principal input to the future National Environmental Policy Act (NEPA) clearance documents and highway design activities.

The document provides information to help determine the type of project classification and the scope of the environmental document, i.e., Categorical Exclusion (CE), Environmental Assessment (EA), or Environmental Impact Statement (EIS). One of these documents is required for each project to comply with NEPA.

The checklist is prepared at the beginning of project development and is expanded when new information becomes available throughout the study period but before NEPA clearance is complete. The list includes the agencies involved in the project and the names, titles, addresses, and phone numbers of persons representing those agencies.

PROJECT INTRODUCTION

Project Name and Route Identification

WA PFH 208-1(1)
Camp Grisdale Road--Forest Road 22
Washington Forest Highway 208

Lead Agency

Federal Highway Administration
Western Federal Lands Highway Administration
610 East Fifth Street
Vancouver, Washington 98661-3801

Partner Agencies

United States Forest Service
Olympic National Forest
1835 Black Lake Boulevard SW
Olympia, Washington 98512-5623

Grays Harbor County
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DESCRIPTION OF PROPOSED PROJECT

Location of the Project

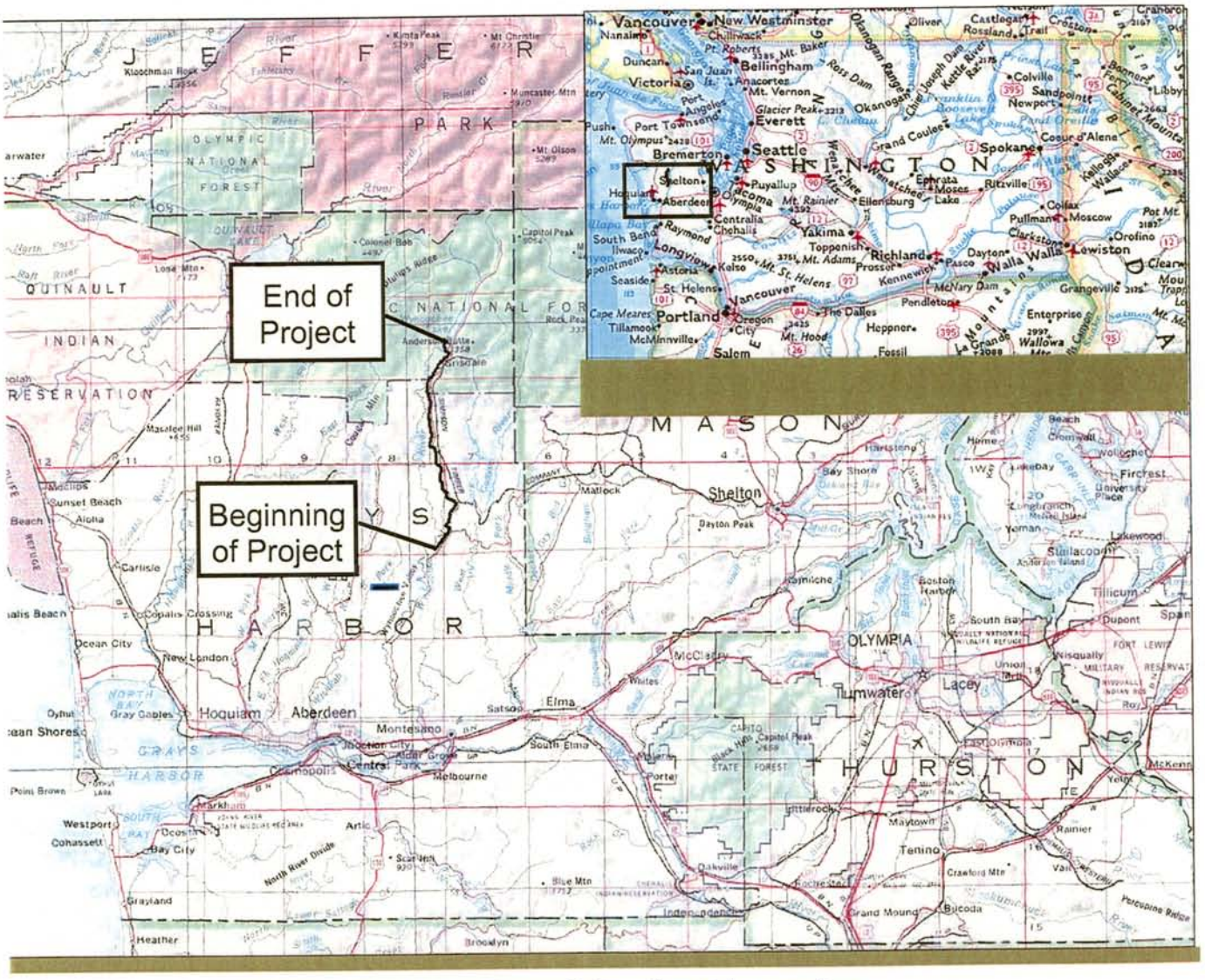
The Western Federal Lands Highway Division (WFLHD) of the Federal Highway Administration (FHWA), in cooperation with the U.S. Forest Service (USFS), Washington Department of Transportation, and Grays Harbor County, is proposing to improve approximately 17.5 miles of Camp Grisdale Road (FR 22). The proposed project is located on private land and in Olympic National Forest. The proposed project begins approximately 17 miles north of Montesano, Washington at the end of the paved section of Wynoochee Road, (County Road [CR] 51190) and terminates at the bridge on FR 2294, the access road to Wynoochee Lake Dam (Figure 1).

Camp Grisdale Road serves as the primary southern access route to the Olympic National Forest and the Wynoochee Lake recreation area. Camp Grisdale Road connects to State Route 101 at Humptulips to the east and also connects FR 23 to State Route 101 north of Shelton to the east. The route is classified a rural minor collector as defined in the *Policy on Geometric Design of Highways and Streets*, 2003, American Association of State and Highway Transportation Officials (AASHTO). A rural minor collector, according to AASHTO, accumulates traffic from local roads, brings developed areas within reasonable distances of collector roads, provides service to smaller communities, and links the locally important traffic generators with their rural hinterland.

Scope and Nature of the Project

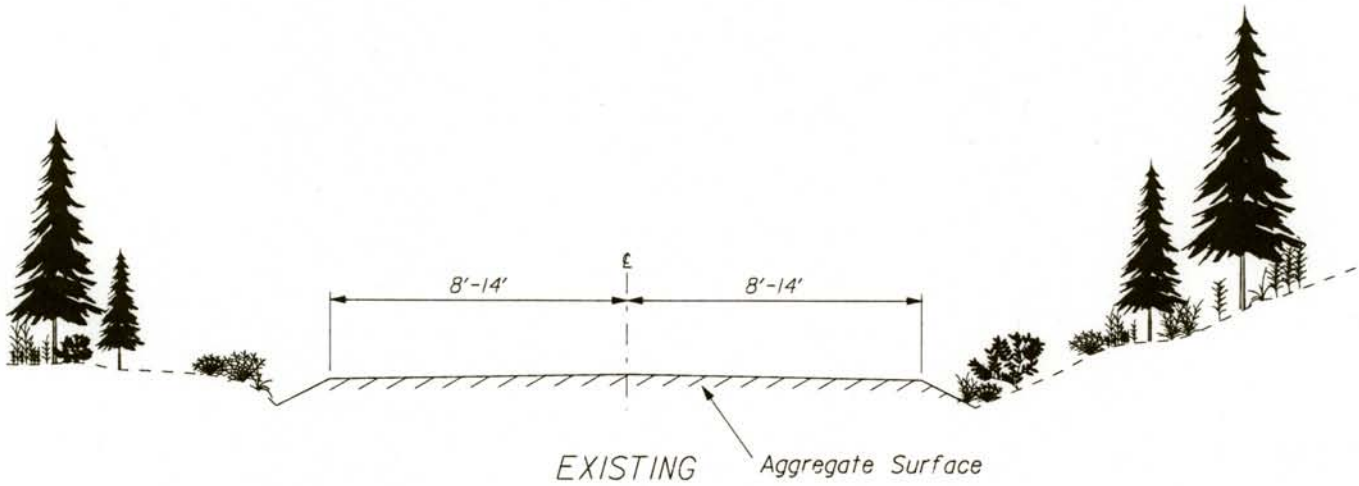
Existing FR 22 is an unpaved, two-lane road that is approximately 22 feet wide. The proposed project would include a 40-mile per hour (mph) design speed with two 12-foot paved lanes with two 2-foot paved shoulders (Figure 2). Minor improvements would be made to horizontal and vertical curves to improve the alignment. Several large culverts would be repaired or replaced and some of those would be made fish passages.

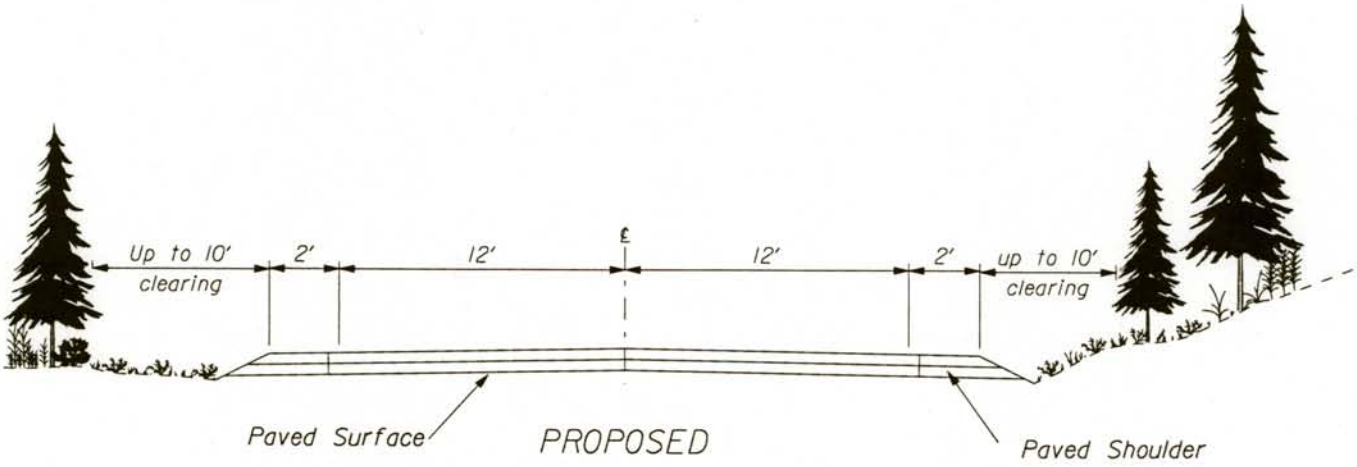
FDR 2294 connects to FR 22 in the northern portion of the project and is the access road to the dam and Wynoochee Lake campground. Its existing width varies between 16 and 28 feet. The proposed design of FDR 2294 would include two11-foot travel lanes with 3-foot shoulders and curve widening based on the selected design speed. Because of potential impacts to the adjacent old growth forest and excessive cut and fill requirements of a 40-mph design, a reduced design speed of 25 mph is proposed for FDR 2294. A 30-mph design speed was considered but would generate excessive cut and fill slopes and intrusion into adjacent habitat areas.



Camp Grisdale Road Project Location

FIGURE 1





CAMP GRISDALE TYPICAL ROAD SECTIONS

05/04/2004

PURPOSE AND NEED FOR THE PROJECT

Road Use

The road was constructed during the 1940's for access to timber harvesting in the forest. Camp Grisdale, in the northern portion of the proposed project area, was a major logging camp for the area.

The road provides access to recreational areas and timber acreage. Camp Grisdale Road is the most direct access to over 100,000 acres of forest. Over 50,480 of the acres are in the Wynoochee recreation area. Wynoochee Lake near the end of the project has a campground, boating, and hiking. The road also provides access to Wynoochee Falls Campground, Coho Campground, Cheetwood Campground, Tenas Campground, Satsop Lakes Recreational Area, and Wynoochee Dam that provides power to Tacoma Power and Light.

Traffic Volume

Much of the traffic on the route is seasonal. The seasonal average daily traffic (SADT) is the average number of vehicles that use the route each day between May and September, the recreational season. The current SADT is about 350, including logging trucks, recreational vehicles, and cars with boats or camp trailers. In 2019, a SADT of 500 is projected. Improvements to the road may increase the SADT, but the extent of the increase is not known at this time.

Safety

Crash statistics are limited because the road is a remote forest road and crashes may go unreported. Most known crashes are caused by vehicles running off the road.

Physical and Operational Deficiencies

The road is extremely rough with potholes and requires continual maintenance. The road is regularly graded and gravel is added to maintain the surface. Over time, the gravel migrates to the sides of the road. In the summer when the weather is dry, gravel added to the surface after grading produces dust. The roughness of the road damages tires and driving conditions are unpleasant.

Many of the culverts that cross underneath the road are damaged or plugged. Some are barriers to fish passage. In addition, some culverts are vulnerable to failure.

Lake Wynoochee has an improved campground and recreational facilities. According to Forest Service personnel, the campground is full during the summer. Although boat facilities are located at the lake, boaters are reluctant to tow boats on the road because of the potential for boat damage caused by loose gravel and the rough road.

A few curves do not meet current design criteria and the existing road is narrow. During the summer, heavy timber harvesting occurs in the area and large logging trucks share the road with recreational traffic. The mix of vehicle types creates safety concerns.

Summary

The purpose of the proposed project is improvement of the operational safety, efficiency, and driveability of Camp Grisdale Road.

Improved drainage would alleviate potholes. Paving the road would provide a surface that would eliminate the need to grade and add gravel. Paving would also eliminate dust and improve air quality.

Curve widening and shoulder addition would provide more room for large logging trucks to safely pass approaching vehicles. Eliminating sharp curves would also accommodate logging vehicles, as well as passenger vehicles, more safely. Striping the pavement with a centerline would provide defined travel lanes and facilitate safer passage of opposite-direction vehicles.

Replacing and enlarging culverts that are fish barriers would encourage fish passage. Replacing damaged culverts would reduce the likelihood of future road failures at culvert locations.

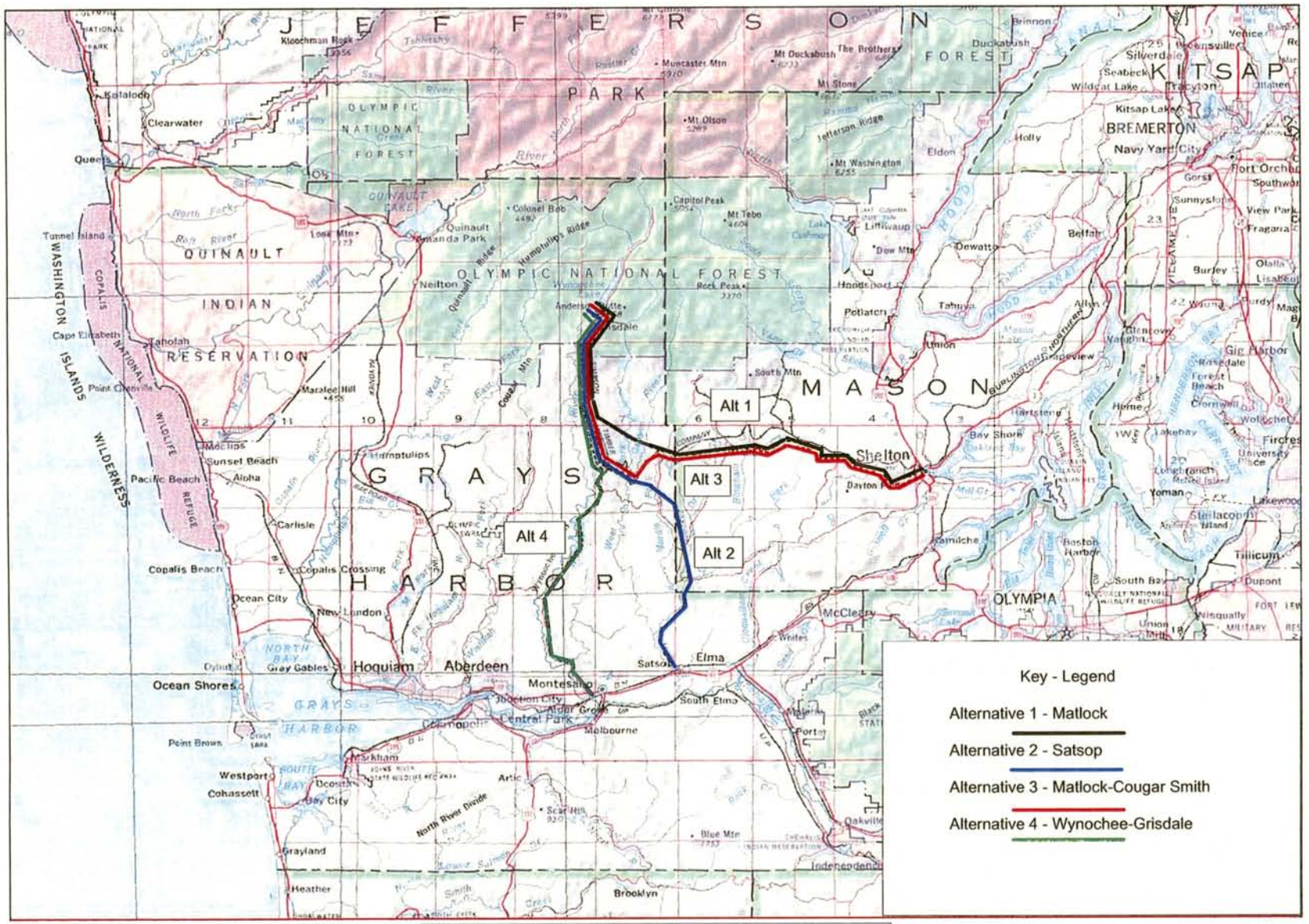
ALTERNATIVES

Alternatives Considered, but Eliminated

Corridor Alternatives

During early project development, route corridor alternatives were considered but rejected because of cost, length or environmental impacts. The route alignments are show on Figure 3. The alternatives considered but rejected follow:

1. The Matlock route would start at Shelton, travel west to Matlock, continue west on new alignment and intersect Camp Grisdale Road 4 miles south of Camp Grisdale. The route would be 3 miles longer than the preferred route and would cost approximately $23,000,000.
2. The Satsop River Route would go north from Brady along the Satsop River, then west on the Cougar-Smith road and join the Camp Grisdale Road 14 miles south of Grisdale. It would be 35 miles in length and would cost approximately $26,000,000.
3. The Matlock Cougar Smith route would begin at Shelton, proceed west to Matlock, south to Cougar-Smith road, and intersect the Camp Grisdale Road 14 miles south of Camp Grisdale and would cost approximately $28,000,000.


Alt 1
Alt 2
Alt 3
Alt 4
Key - Legend
Alternative 1 - Matlock
Alternative 2 - Satsop
Alternative 3 - Matlock-Cougar Smith
Alternative 4 - Wynochee-Grisdale
JEFFERSON
KITSAP
MASON
GRAYS HARBOR
OLYMPIC NATIONAL PARK
OLYMPIC NATIONAL FOREST
QUINAULT INDIAN RESERVATION
WASHINGTON ISLANDS WILDERNESS
Shelton
Aberdeen
Hoquiam
Elma
Montesano
Ocean Shores
Westport
Cohassett
Ocean City
Copalis Beach
Pacific Beach
Taholah
Neilton
Quinault
Amanda Park
Clearwater
Kalaloch
Queets
Tunnel Island
Cape Elizabeth
Point Chehalis
Moclips
Sunset Beach
Aloha
Carlisle
Copalis Crossing
New London
Gray Gables
Oyhut
Point Brown
Grayland
Heather
Brooklyn
Independence
Oakville
Artic
Markham
Bay City
Central Park
Melbourne
South Elma
Satsop
McCleary
OLYMPIA
Tumwater
Tenino
Bucoda
Rochester
Grand Mound
Littlerock
Belfair
Bremerton
Silverdale
Kitsap Lake
Navy Yard City
Port Orchard
Gig Harbor
Allyn
Belfair
Dewatto
Potlatch
Hoodsport
Union
Tahuya
Lake Cushman
Lilliwaup
Eldon
Holly
Duckabush
Brinnon
Mt Olympus
Mt Washington
Mt Tebo
Capitol Peak
Colonel Bob
Mt Stone
Mt Duckabush
Muncaster Mtn
Kloochman Rock
Lost Mtn
Marallee Hill
Humptulips
Blue Mtn
Scar Hill
North River Divide
Jefferson Ridge
Hamphrey's Ridge
Quinault Ridge
Cougar Mtn
South Mtn
Rock Peaks
Dow Mtn
Burley
Olalla
Lisabeuli
Wauna
Burdy
Mag
Gleneow
Vaughn
Rosedale
Forest Beach
Home
Cromwell
Wolfe Creek
Firces
University Place
Lakebay
Longranch
Yoman
Lakewood
Steilacoom
Tillicum
Dupont
Wisqually
Boston Harbor
South Bay
Hartstene
Bay Shore
Dayton
Kamilche
Mason Lake
Hood Canal
Puget Sound
Sinclair Inlet
Dyes Inlet
Colvos Passage
Rich Passage
Port Orchard
Manchester
Gorst
Sunnyslope
View Park
Fragaria
Silverdale
Seabeck
Wildcat Lake
Tracyton
Brownsville
Venice
Clallam
Southworth
Fort Orchard
Tacoma
Olympia
Lacey
Tumwater
Yelm
Rainier

All of these routes would cross two forks of the Satsop River. At the river-crossing locations, the bridges would require extensive repair. In addition, the routes would bypass Wynoochee Road. The resulting costs would be greater than the estimated cost of $14,000,000 for the Camp Grisdale route.

Railroad Grade Alternative

The railroad grade, constructed by Simpson Timber Company, to Camp Grisdale has segments that that are no longer used. These segments were analyzed to determine if its horizontal and vertical alignments would be better than those of the existing road. After analysis, WFLHD determined that the railroad alignment would not notably be better than that of the existing roadway alignment (Figures 4, 5, 6, and 7).

Additionally, the railroad alignment is narrower than the existing road and construction on the railroad alignment would require greater disturbance to adjacent areas than would improvement of the existing road.

Cost for construction of the railroad alignment would be more than the cost of construction on the existing alignment with no notable improvement to vertical or horizontal grades. Construction of the first railroad section of realignment analyzed would cost approximately $725,000 compared to approximately $550,000 for reconstruction of the existing road. Cost of construction of the second railroad realignment section would be approximately $2,250,000 compared to approximately $1,625,000 for reconstruction of the existing road.

Alternatives Retained

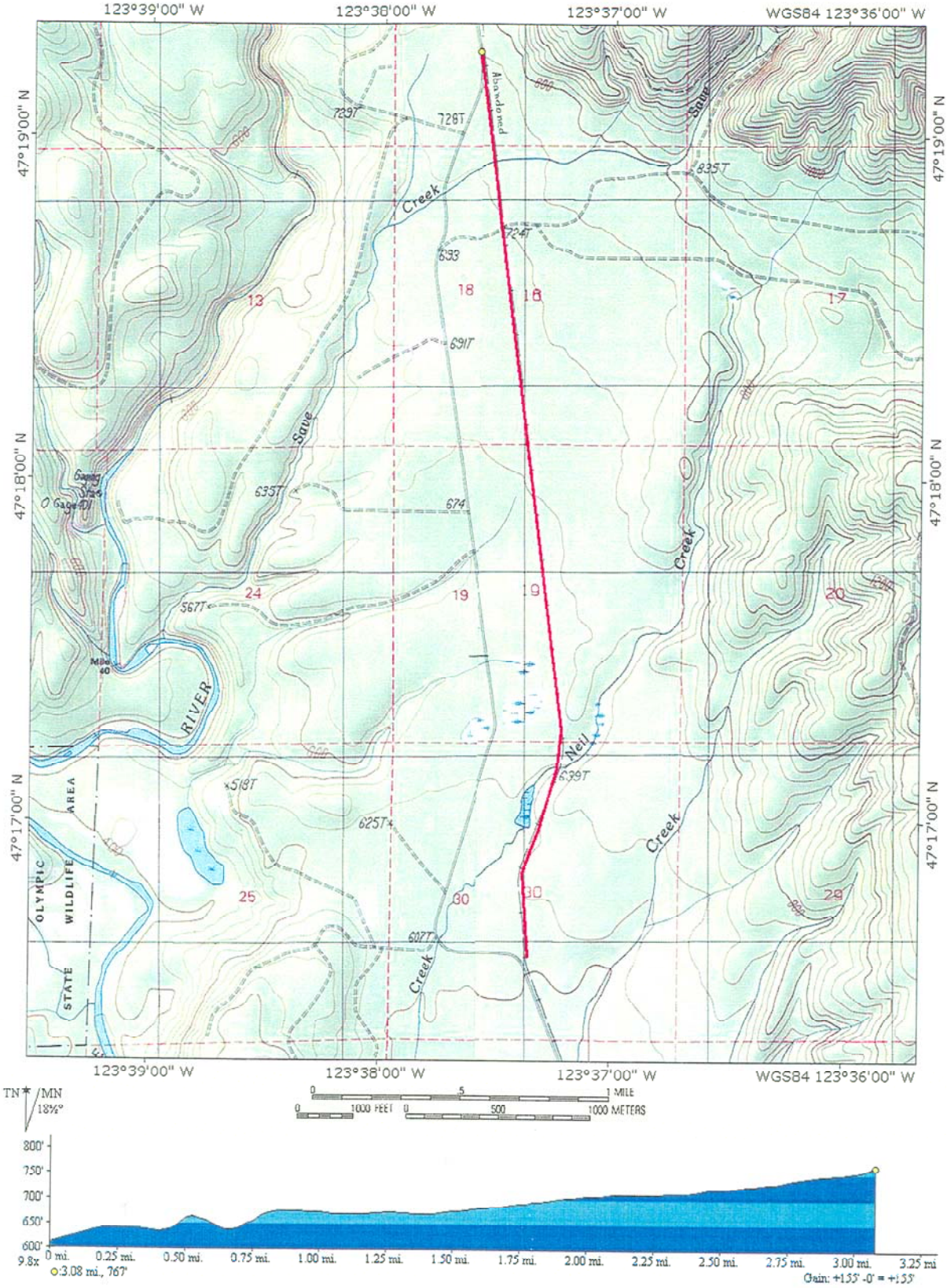
No-Action Alternative

The No-Action Alternative would maintain the road in its current state and would require regular maintenance as it now does. Surface maintenance using grading and gravel would continue. Air quality would remain affected in the summer. Safer travel for logging trucks, passenger trucks, and recreational vehicles would not be provided. Tires, vehicles, and towed boats would continue to be subject to gravel damage.

Action Alternative

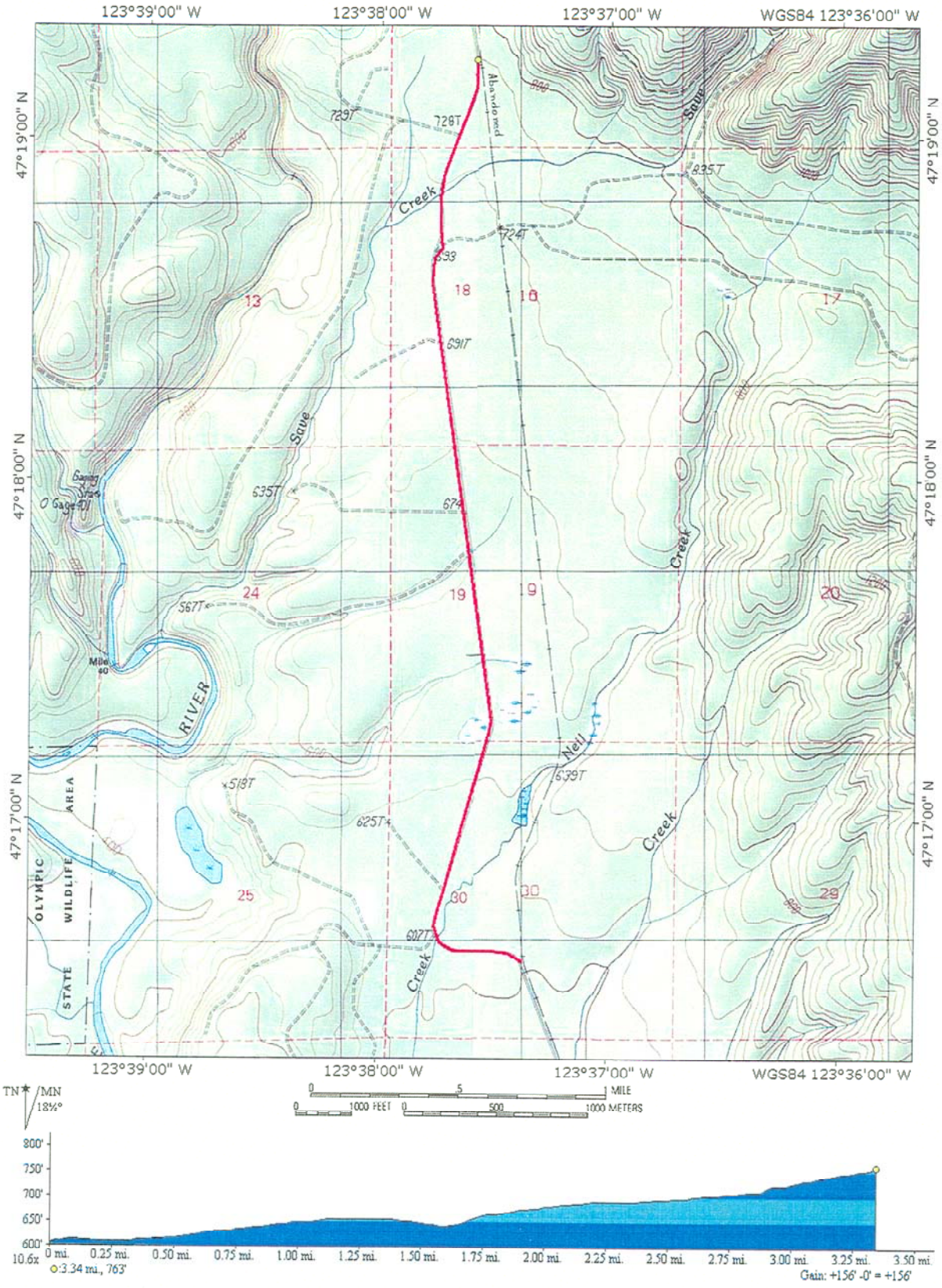
The Action Alternative to improve the road mostly on the existing alignment with some curve realignment is the preferred alternative. This alternative stays within the existing corridor, straightens sharp curves, and provides improved drainage, shoulders, pavement, and new drainage crossings.

Design speed is defined in the American Association of State Highway and Transportation Officials (AASHTO) *A Policy on Geometric Design of Highways and Streets 2003* as the maximum safe speed that can be maintained over a specified section of highway when conditions...



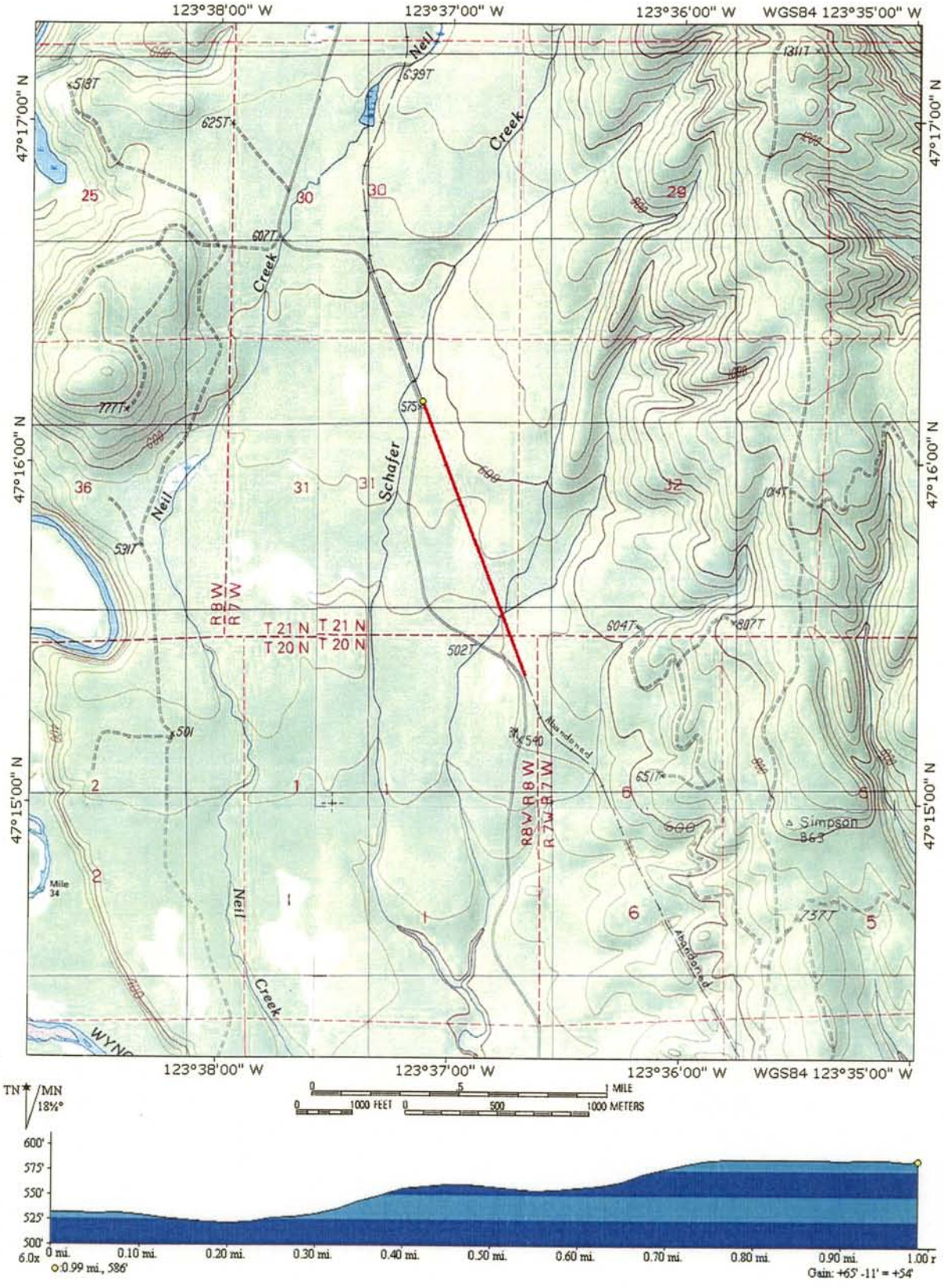
RAILROAD ALIGNMENT

FIGURE 4



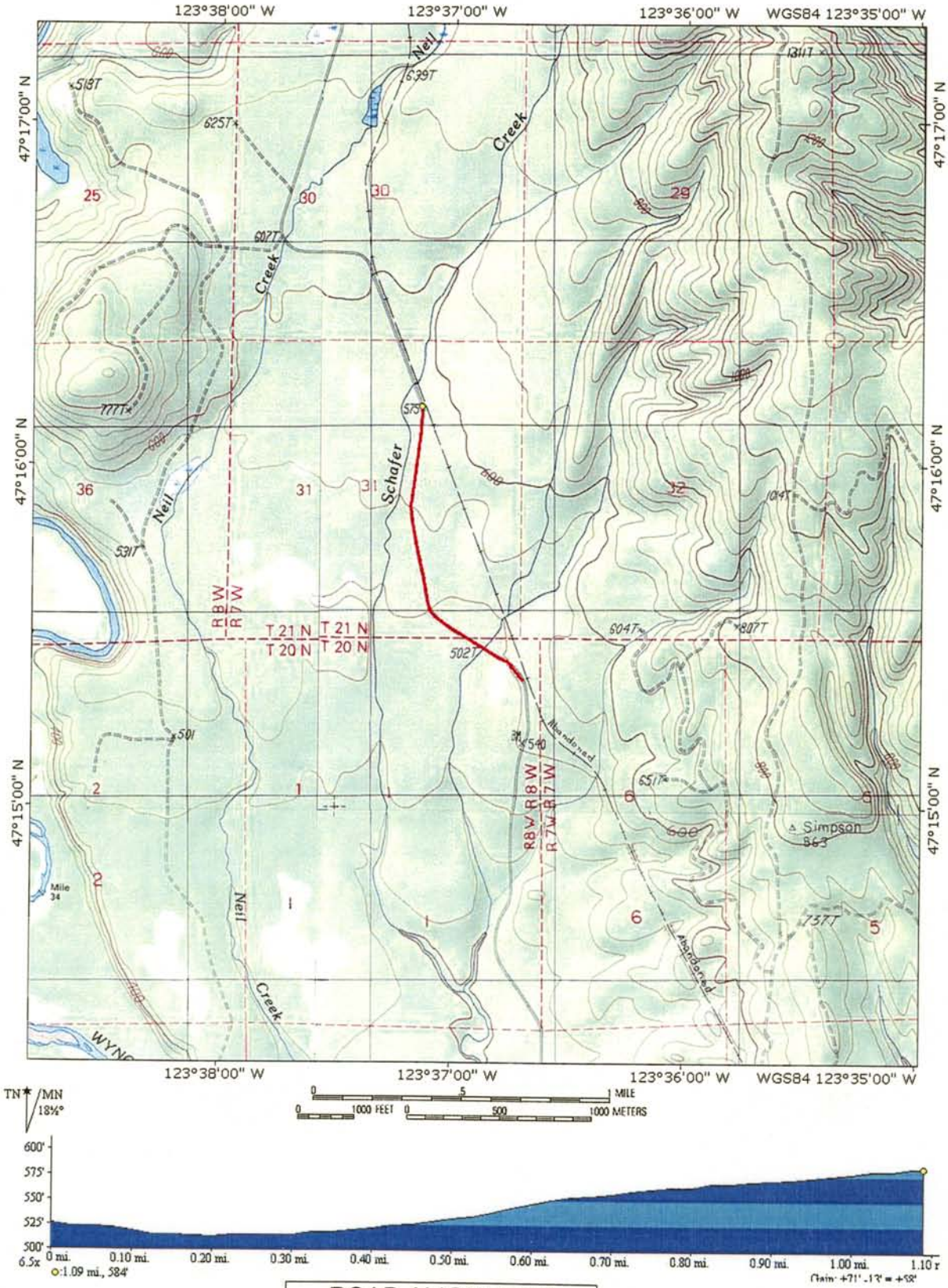
ROAD ALIGNMENT

FIGURE 5



RAILROAD ALIGNMENT

FIGURE 6



ROAD ALIGNMENT

FIGURE 7

are favorable. The design speed will be 40 mph. Realignment of substandard curves was considered:

1. at the beginning of the project;
2. near Cougar Smith Road;
3. between 3.2 miles and 5.1 miles north of the beginning of the project; and
4. near Neil Creek.

Habitat loss would result from the realignment designs considered above. The degree of the realignments was reduced to minimize impacts to habitat adjacent to the road (Figure 8).

A design speed of 40 mph was considered for the dam access road. The 40 mph-design speed for the dam access road would result in impacts to old growth forest in the vicinity. In addition, the number of vehicles using the dam access road is less than on Camp Grisdale Road and is an extension of the road to the campground and dam operational facility. A 30-mph design speed was considered, but would result in impacts to adjacent old growth forest. For these reasons, the design speed was reduced to a 25-mph design speed.

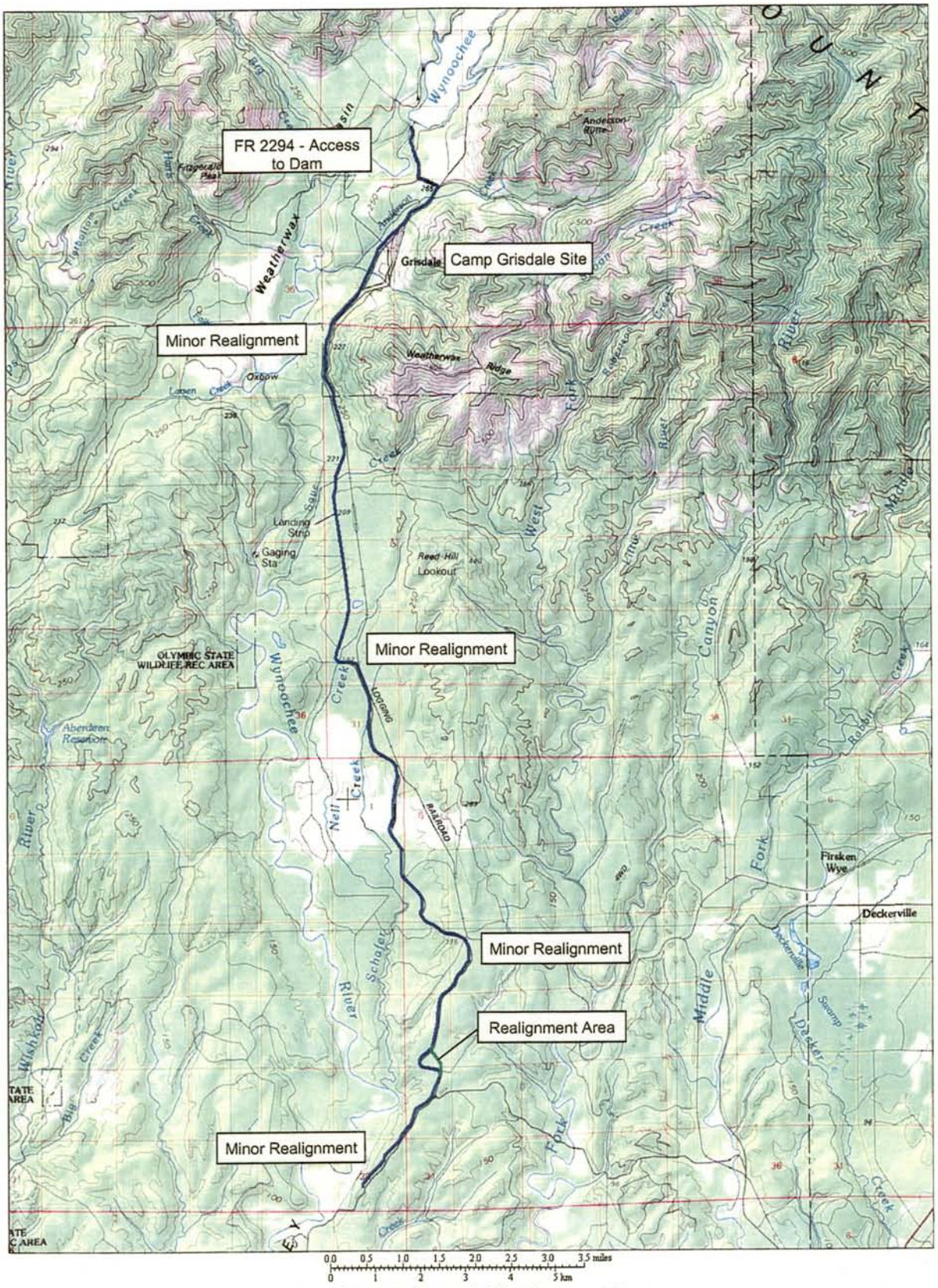
Numerous culverts were identified in the first third of the project. Many could be left in place. After consideration of the adjacent resource areas, probable water flow, and potential for debris to block these culverts, and cause damage to the roadway and the resource area, these culverts would be replaced with larger culverts to facilitate cross flow and maintenance.

A large culvert under a deep fill is located at a tributary to Anderson Creek (approximately 14.6 miles from the beginning of the project). The culvert is a fish barrier, but the fishery is not threatened or endangered. The culvert will not be replaced because of the expense. Replacement of the cultvert would cost over $1,000,000 and the culvert is not vulnerable to failure in the foreseeable future.

Summer, the season during which road construction would take place, is the prime season for Simpson Company to harvest and transport timber. Traffic control to minimize impacts to timber trucks will be evaluated. The railroad alignment will be evaluated for use as a detour for Simpson trucks hauling timber during road construction.

AFFECTED ENVIRONMENT

Biological resources were preliminarily inventoried and assessed by Herrera Environmental Consultants in August 2003. The report is titled *Biological Resources: Wetland, Fisheries, Wildlife, and Vegetation: Resource Studies for Camp Grisdale Road, Washington*.



Camp Grisdale Potential Realignment Areas
WA PFH 208-1(1)

FIGURE 8

Natural

1. Geomorphology (terrain, geology, water resources, drainage areas) -- The project is on a plateau that is above the valley in which the Wynoochee River flows. The terrain is relatively flat with some rolling elevation.

2. Climate - The project is about 25 miles inland from the Pacific Ocean with a commensurate ocean climate. The area receives between 100 and 180 inches of rain per year, and minimal snow that melts quickly. The temperatures are an average high of 60 degrees with an average low of 40 degrees.

3. Vegetation - Vegetation is typical of coastal climates, with coniferous Douglas fir, western red cedar, spruce, hemlock, deciduous big leaf maple, vine maple, and red alder. Typical understory is dominated by salal, thimbleberry, and salmonberry. No Federal threatened or endangered plant species were identified in a requested listing from the U.S. Fish & Wildlife.

4. Wildlife - Habitat in the area supports elk, deer, beaver, songbirds, and small mammals. The bald eagle, northern spotted owl, marbled murrelet, and bull trout are federal-listed threatened species that are potentially in the area. The coastal cutthroat trout is a Federal proposed threathened species and is a native in the Wynoochee River. The proposed project is more than one-quarter mile from the Wynoochee River. Van Dyke's salamander is also a species of concern.

Cultural

1. Land Use – The road is partially in Olympic National Forest and partially on private land. The area adjacent to the road is mostly forested. Much of it has been logged and the remaining trees that are on Simpson Timber Company property are yet to be harvested. Camp Grisdale Road also provides access to recreational lands. Land use in the Olympic National Forest is governed by the *Northwest Forest Plan.*

2. Economics – Farming and logging appear to be the main economic staples in the project area. Farms are well established on Wynoochee Road, CR 51190. Some smaller residential lots along Wynoochee Road are occupied by persons employed in the Aberdeen/Hoquiam area or other small urban areas.

3. Social – Although not part of this project, Wynoochee Road, CR 51190, the county road that links the Camp Grisdale Road to Montesano, may experience increased traffic following the improvement of the Camp Grisdale Road. This may be seen as an intrusion on the residents' life style.

4. Historical/Archaeological--Camp Grisdale, located near the end of the project east of the roadway was a logging camp established in 1946 and closed in 1985. The alignment of the railroad to the camp approximately parallels the Camp Grisdale Road.

A letter from the Washington Office of Archaeology and Historic Preservation (OAHP) states that two known cultural resources, Camp Grisdale and the Old Wynoochee trail are in the area.

The OAHP files reviewed by WFLHD in the contained one single-page record referring to a 1946 timber harvest agreement between Simpson Lumber Company and the Forest Service within the Wynoochee watershed. There was no site-specific information associated with this agreement. It apparently related to the establishment of Camp Grisdale in 1946.

The camp was operated by the Simpson Timber Company until it closure in 1985. The facilities were removed over the years and the site was restored. Railroad grades associated with the camp and logging operations are known, but have apparently not been mapped or formally recorded. Further research in the company archives and elsewhere may yield more specific information.

The project location is known to be in the immediate proximity of former railroad logging grades and features associated with the logging of the area by the Simpson Timber Company. Potential effects to these and other structures will be assessed. Assessments of significance and potential effect will be completed in consultation with the State Historic Preservation Officer (SHPO). The proposed project will comply with Section 106 of the National Historic Preservation Act.

The parties consulted for this undertaking include the USDA Forest Service, Olympic National Forest, the Skokomish Tribal Nation, the SHPO and the WSDOT. No specific information concerning the locations of known or reported historic properties were received.

INTERRELATIONSHIPS WITH OTHER USES AND JURISDICTIONS

Land Ownerships (General)

Right-of-way on the Camp Grisdale Road is complex. One small privately-owned parcel is located at the beginning of the project, approximately ninety percent of the right-of-way is owned by Simpson Timber Company, and the remaining 10% belongs to the Forest Service.

The Forest Service has an easement to cross Simpson right-of-way per a 1962 written Sustained Yield Understanding (SYU). In 1962, the conditions of the SYU were determined by litigation. The Forest Service obtained a new easement from Simpson Timber Company. The new SYU states that Simpson Timber Company will transfer its interest in the corridor to the Forest

Service so that the easement can be transferred to Grays Harbor County for maintenance and operations of the road. The old SYU prohibited such actions. The easement will be transferred to Grays Harbor County. The existing 100-foot easement appears to be adequate and is flexible to accommodate future horizontal realignments.

Planning by Others

The culverts on Save Creek and a tributary of Shafer Creek were replaced by the Forest Service in summer 2003.

Potential Permits Required

		Y	Maybe	N
1.	Surface Mining Reclamation Permit [*Required for new pit sites not on Federal Lands and issued by DNR.*]	☐	☐	☒
2.	Hydraulic Project Approval [*For work within ordinary high water - State Fish & Game.*]	☒	☐	☐
3.	Shoreline Management Substantial Development Permit [*For work within 200' of ordinary high water. Issued by local agency with jurisdiction. County must hold hearing, so long lead required.*]	☐	☐	☒
4.	NPDES Permit [*When clearing of more than 5 acres required to build the project. Submit NOI to EPA on federal lands and Ecology on other lands.*]	☒	☐	☐
5.	404 Permit - either Individual or Nationwide [*Issued by Corps when project involves filling or dredging in waters of the U.S. which include project wetlands.*]	☒	☐	☐
6.	Water Quality Certification [*Issued by Ecology when water quality may be degraded.*]	☒	☐	☐
7.	Forest Practice Approval [*Issued by DNR when project may convert forest land.*]	☐	☒	☐
8.	Coastal Zone Management or Other Permit Identify:	☐	☐	☒

1

ENVIRONMENTAL IMPACTS

The impacts are rated high (H), medium (M), low (L), or not applicable (N/A)

		H	M	L	N/A
Earth - Will the proposal result in:					
1.	Unstable earth conditions or changes in geologic substructure?	☐	☒	☐	☐
2.	Disruptions, displacement, compaction, or over covering of the soil?	☐	☒	☐	☐
3.	Change in topography or ground surface relief features?	☐	☐	☒	☐
4.	Destruction, covering, or modification of any unique geologic or physical feature?	☐	☐	☒	☐
5.	Any increase in wind or water erosion of soils either on or off the site?	☐	☐	☒	☐
6.	Changes in deposition or erosion of beach sands which may modify the any marine waters?	☐	☐	☐	☒
7.	Changes in siltation, deposition, or erosion which may modify the channel of a river, or stream, or the bed of a lake?	☐	☐	☒	☐
8.	Placing fill below the ordinary high water mark including intermittent streams?	☐	☒	☐	☐
9.	Cut or fill placed through or in jurisdictional wetlands?	☐	☒	☐	☐
Air - Will the proposal result in:					
1.	Air emissions or deterioration of ambient air quality?	☐	☐	☒	☐
2.	The creation of objectionable odors?	☐	☐	☒	☐

3.	Alteration of air movement, or any change in a local microclimate?	☐	☐	☐	☒

Comment:
Air Quality would improve because paving the roadway would eliminate dust.
Traffic counts through the project would not increase enough to impact air quality by producing excessive emissions. There may be some minor emissions and objectionable odors during construction, but they will be temporary and should have minimal impact on the adjacent environment.

Water - Will the proposal result in:

1.	Changes in currents, or the course of water movements in either marine or fresh waters?	☐	☒	☐	☐
2.	Changes in absorption rates, drainage patterns, or the rate and amount of surface water runoff?	☐	☐	☒	☐
3.	Alterations to the course or flow of flood waters?	☐	☐	☐	☒
4.	Change in the amount of surface water in any water body?	☐	☐	☐	☒
5.	Discharge into surface waters or any potential alteration of surface water quality?	☐	☐	☒	☐
6.	Alteration of the direction or rate of flow of groundwaters?	☐	☐	☒	☐
7.	Change in the quantity of groundwaters either through direct additions or withdrawals or through interception of an aquifer by cuts or excavations?	☐	☐	☒	☐
8.	Deterioration in groundwater quality through injection or seepage?	☐	☐	☒	☐
9.	Reduction in the amount of water otherwise available for public water supplies?	☐	☐	☐	☒

10.	Encroachment into a 100-year floodplain or regulated floodway?	☐	☐	☒	☐

Comment:
The proposed corridor would cross 29 preliminarily-identified streams. These vary in size from small channels that are 1 to 3 feet wide to major tributaries of the Wynoochee River. The tributaries include Schafer Creek, Anderson Creek, tributary to Anderson Creek, Neil Creek, and Save Creek. Eight large channels would be crossed.

A total of 54 culverts are located across the existing road. Most would be replaced. Some may be extended. Between five and ten culverts would be replaced with fish passage culverts.

Surface and ground water sources should be minimally affected.

Wetlands - Will the proposal cause:

1.	Filling or excavating in designated wetlands?	☐	☒	☐	☐
2	Alteration of hydrology?	☐	☐	☒	☐
3.	Any other change to wetland areas?	☐	☒	☐	☐

Comment:
Wetland reconnaissance surveys were performed within 100 feet of the project corridor using a modified version of the Corps of Engineers *Wetlands Delineation Manual* and *the Washington State Wetlands Identification and Delineation Manual.* Normally wetland identification is based on three factors. The factors are vegetation, soil type, and hydrology. Because wetland identification for this checklist is preliminary, no soil samples were taken. The wetland vegetation and hydrology were visually identified. During further environmental analysis and prior to preparation of the environmental assessment, wetland identification and delineation using full identification methods, including taking soil samples, will be undertaken.

Based on preliminary wetland identification, 21 wetlands that are not associated with surface water in a defined stream channel were identified. The 29 potential stream crossings had wetland vegetation associated with them. A total of 50 potential wetlands were identified.

Assuming 30 feet of disturbance on each side of the road to the identified wetlands, the project would result in approximately 5.3 acres of wetland impacts. Other wetland acreage exists in the area and could be enhanced for mitigation for wetland impacts. It would also be possible to create new wetland for mitigation.

Flora - Will the proposal result in:

1.	Change in the diversity of numbers of any species of flora?	☐	☐	☒	☐
2.	Potential introduction of new species of flora in the project area?	☐	☐	☒	☐
3.	An effect on any unique, rare, or endangered species of flora?	☐	☐	☐	☒

Comment:
A survey for noxious weeds will be conducted. Care will be taken to prevent the spread of noxious weeds that may be present.

Fauna - Will the proposal result in:

1.	Changes in the diversity or numbers of any species of fauna?	☐	☐	☒	☐
2.	An effect on any threatened, endangered or faunal species of concern?	☒	☐	☐	☐
3.	Introduction of a barrier to the migration or movement of fauna?	☐	☒	☐	☐

Comment:
The US Fish and Wildlife Service threatened and endangered species list of December 6, 2002 lists bald eagle, bull trout, marbled murrelet, and northern spotted owl. The coastal cutthroat trout is a Federal proposed threatened species. Van Dykes's salamander, is a federal species of concern in the vicinity of the project.

Prior to release of the environmental assessment, streams in the area will be evaluated for presence of fish and coastal cutthroat trout. Further study of marbled murrelet and northern spotted owl presence will be undertaken.

Construction would be scheduled to avoid impacts to threatened and endangered species if present

Noise - Will the proposal increase:

Existing noise levels?	☐	☐	☒	☐

Comment:
Noise levels would increase during construction. Construction would be scheduled to avoid noise impacts to threatened or endangered species if present.

Some additional noise will be generated during construction by trucks, backhoes, and crawler tractors. This noise will occur during construction, then return to normal. Drilling and blasting are not proposed, because no rock is anticipated.

Land Use - Will the proposal cause:

1. The alteration of the present or planned land use of the area?	☐	☐	☒	☐
2. Reduction in the acreage of any prime and unique farm land?	☐	☐	☐	☒
3. Any cumulative or secondary impacts with the proposal implementation?	☐	☐	☒	☐

Comment:
Simpson Timber Company uses much of the land adjacent to Camp Grisdale Road for timber production. The company commented that much of its logging operation occurs in the summer when most construction would take place. Traffic control during construction would be coordinated with Simpson Timber Company and would take logging operations into account.

Camp Grisdale Road provides access to recreational areas. The proposed project would enhance access to Lake Wynoocee and result in increased recreation use of the area. Some disruption of recreational traffic would occur during construction.

Natural Resources - Will the proposal cause:

1. Increase in the rate of use of any natural resources?	☐	☐	☐	☒
2. Reduction of any nonrenewable natural resources?	☐	☐	☒	☐

Comment:
Aggregate will be required to produce pavement. The source of aggregate has not yet been identified.

Energy - Will this proposal cause:

1. Use of substantial amounts of fuel or energy?	☐	☐	☒	☐
2. Savings of substantial amounts of fuel or energy?	☐	☐	☒	☐

Comment:
Grading and paving will both use fossil fuel energy sources, but this use would not be considered substantial.

Aesthetics - Will the proposal cause:

1. A change in a scenic vista or view as seen from the road?	☐	☐	☒	☐
2. A change in a scenic vista or view when viewing toward the road?	☐	☐	☒	☐
3. A conflict with the scenic management plans of other agencies?	☐	☐	☐	☒
4. New light or glare?	☐	☐	☒	☐

Recreation - Will this proposal:

Cause an impact to an existing recreational facility or impact recreational opportunities? Does this proposal have a potential 4(f) impact?	☐	☐	☒	☐

Comment:
This project has no potential 4(f) impacts. The improvement of the Camp Grisdale Road would make it easier and safer to access Wynoochee Lake and surrounding recreation areas.

Archaeological/Historical - Will the proposal result in an alteration of an archaeological or historical resource that is on or eligible for the National Register of Historic Places (NRHP).	☐	☐	☒	☐

Hazardous Waste - Will the proposal:

1. Affect a known hazardous waste site on the EPA's National Priority List

	(NPL) or a statewide list?	☐	☐	☐	☒
2.	Affect a site with the potential for hazardous waste (e.g., sanitary landfill, gasoline stations, industrial sites?	☐	☐	☐	☒
3.	Increase the likelihood of an explosion or release of hazardous substances, e.g., oil, chemicals, pesticides, in the event of an accident?	☐	☐	☒	☐

Comment:
There is always the possibility of a spill when construction equipment is operating and being serviced. A Hazardous Spill Plan is required by every contract and adherence to the plan would adequately protect the site from hazardous releases.

Socio-Economic - Will this proposal:

1.	Alter the location, distribution, or density of the human population of the area?	☐	☐	☐	☒
2.	Affect racial, ethnic, religious, minority, elderly, or low income groups? Consider environmental Justice?	☐	☐	☒	☐
3.	Affect existing housing or business?	☐	☐	☐	☒
4.	Create a demand for additional housing?	☐	☐	☐	☒
5.	Affect local employment, taxes, property values, etc.?	☐	☐	☐	☒

Public Services - Will this proposal have an effect on or result in a need for new or altered services in any of the following areas.

1.	Fire protection?	☐	☐	☐	☒
2.	Police protection?	☐	☐	☐	☒
3.	Schools?	☐	☐	☐	☒
4.	Maintenance of public facilities including roads?	☐	☒	☐	☐
5.	Airports?	☐	☐	☐	☒
6.	Religious facilities?	☐	☐	☐	☒
7.	Health services?	☐	☐	☐	☒
8.	Mail delivery?	☐	☐	☐	☒
9.	Parks and recreational facilities?	☐	☐	☐	☒
10.	Other services?	☐	☐	☐	☒

Comments:
Paving the road would decrease maintenance.

Emergency vehicles accessing emergencies in recreation areas must slow to avoid potholes. An improved road surface would allow emergency vehicles to more efficiently reach the areas and evacuate injured persons to emergency facilities

Emergency vehicles would be allowed through the project as the need arises during construction.

Transportation/Circulation - Will this proposal cause:

1.	An increase in motor vehicle movement?	☐	☐	☒	☐
2.	An increase in movement or hazards to bicyclists, pedestrians, or equestrians?	☐	☐	☐	☒
3.	An effect to existing parking facilities or create a demand for new parking?	☐	☐	☐	☒
4.	Changes in access?	☐	☐	☒	☐
5.	An impact upon existing vehicle, rail,				

	water, or air transportation systems?	☐	☐	☒	☐
6.	Impacts associated with construction activities, e.g., detours, delays, etc.?	☐	☐	☒	☐

Comment:
Traffic may increase after road improvements.

Utilities - Will this proposal cause a need for new systems or alterations of the following utilities:

1.	Power?	☐	☐	☒	☐
2.	Natural Gas?	☐	☐	☐	☒
3.	Water?	☐	☐	☐	☒
4.	Sanitary or Storm Sewer?	☐	☐	☐	☒
5.	Communication Systems?	☐	☐	☐	☒
6.	Solid Waste Disposal?	☐	☐	☐	☒
7.	Pipelines?	☐	☐	☐	☒
8.	Cable TV?	☐	☐	☐	☒

Three power vaults associated with the dam are located near the road near the northern terminus of the project. The roadway design would avoid the vaults if possible.

COORDINATION AND CONSULTATION

SEE Study Team

[*A Social, Economic, and Environmental (SEE) Study Team or Interdisciplinary Team (IDT) has the responsibility to identify and assess environmental effects of the proposal and clarify issue of choice. This team is composed of representatives of participating agencies. Team members call on available disciplines within their respective*

agencies for technical assistance.]

The **SEE Study Team** members for this proposal are indicated below:

Mike Traffalis - Design Operations Engineer - FHWA
Rochelle Byars - Environmental Specialist - FHWA
Darin Bowman- Project Designer - FHWA
Russell Esses - Grays Harbor County Engineer
Kyle Noble – U.S. Forest Service

Coordinating Agencies and Other Interested Parties

Seattle District, Corps of Engineers for wetland impacts
Washington State Fish & Wildlife for stream impacts
US Fish and Wildlife Service for threatened and endangered species impacts

Public Involvement

A public notice was published in the Montesano Vidette and the Aberdeen Daily World. Copies of the notice were sent to persons on a Forest Service mailing list. The notice is posted on the Western Federal Lands Highway Division web site.

Four comments were received. One commenter had no particular comment at the time, but was interested in the proposed project. One commenter said the project was not objectionable.

One comment was from Simpson Timber Company. The company noted that during the summer the road is heavily used by logging trucks.

The final commenter objected to cutting old growth timber to improve the road and questioned the need for the project.

References

American Association of State and Highway Transportation Officials. 2001. A Policy on Geometric Design of Highways and Streets. Washington, D.C.

Herrera Environmental Consultants. 2003. Biological Resources: Wetlands, Fisheries, Wildlife, and Vegetation, Resource Studies for Camp Grisdale Road, Washington. Seattle, Washington.