

Amendment to the Camas Back EA

Project Name: Camas Back EA (Wallace Cramer Timber Sale)

Implementation Date: 2018-2021

Location: Sections 16 & 21 T12N R15W

Reason for Amendment

The DNRC, Missoula Unit, is proposing to add an alternate haul route to the originally identified haul route described in the Camas Back EA (April 2018). The excessively wet spring of 2018 coupled with warm conditions caused an increase in spring runoff, which washed out the Cramer Creek county road at the 5 mile mark. It is unknown when the county will repair the road. In order to sell the timber sale in a timely manner, an alternate route was developed. This would allow the DNRC to generate revenue and meet predetermined annual sustained yield targets. (See attachment A for picture of road damage to Cramer Creek).

DNRC has legal access across all portions of the proposed alternate route. This route would require blading and 420' of new temporary road construction on a ridge top to connect two existing roads (See map in Attachment B of the timber sale contract). If dry dusty conditions exist; dust abatement would be applied on approximately 1.4 miles of road. Portions of the original route would still be used, for those segments, this Amendment will tier to the original Camas Back EA.

"No Change" indicates no further analysis beyond what was already conducted in the EAs we are tiering to in this Amendment.

I.Type and Purpose of Action

~NO CHANGE

II. Project Development

1. Public Involvement, Agencies, Groups or Individuals Contacted:

~ NO CHANGE

2. Other Governmental Agencies With Jurisdiction, List of Permits Needed:

~ NO CHANGE

3. Alternative Development:

~NO CHANGE in timber harvest.

The New Haul route would include:

- 420 feet of new temporary construction beyond what has already been analyzed.
- 6.49 Miles of road maintenance and improvement beyond what has already been analyzed.

III. Impacts on the Physical Environment

4. Geology and Soil Quality, Stability and Moisture:

- ~ No additional effects are anticipated, described and planned for within the environmental assessment.
- ~All mitigations described in the Camas Back EA would be applied in to the alternate route.

5. Water Quality, Quantity and Distribution:

- ~ No additional effects are anticipated described and planned for within the environmental assessments.
- ~All mitigations described in the Camas Back EA would the alternate route.

6. Air Quality

- ~ Approximately 1.4 miles of road would receive dust abatement if hauling activities generate dust along portions that have a house within 100 yards of the road.

7. Vegetation Cover, Quantity and Quality:

- ~*NO CHANGE*

8. Terrestrial, Avian and Aquatic Life and Habitats:

~_Fish and Aquatic Life: Additional 6.49 miles of existing forest road would be used to haul equipment, and an additional 420 feet of new road would be constructed under this amendment. Two perennial stream crossings of Camas Creek would be used along this haul route for approximately 562 timber loads (15,185 tons at 27 tons/load). Anticipated effects are similar to those described in the Camas Back EA. BMP implementation on road surfaces and road-stream crossings will be implemented on this route to minimize potential impacts.

- ~ Terrestrial: No changes to the potential effects to wildlife resources would be anticipated beyond what was previously analyzed in the Camas Back EA.

9. Unique, Endangered, Fragile or Limited Environmental Resources:

~Fisheries: No additional effects are anticipated that were not described and planned for within the environmental assessment. The original haul route included crossings on Cramer Creek, which supports a population of pure westslope cutthroat trout. The alternative haul route includes two road-stream on Camas Creek which supports a population of unknown purity westslope cutthroat trout. Effect mechanisms for the alternative haul route are the same as described in the Camas Back EA.

- ~ Terrestrial: No changes to the potential effects to wildlife resources would be anticipated beyond what was previously analyzed in the Camas Back EA.

10. Historical and Archaeological sites:

- ~ *NO CHANGE*

11. Aesthetics:

- ~ *NO CHANGE*

12. Demands on Environmental Resources of Land, Water, Air or Energy:

- ~ *NO CHANGE*

13. Other Environmental Documents Pertinent to the Area:

~Camas Back EA April, 2018.

IV. Impacts on the Human Population

~ A map of the Alternate Haul route can be found in attachment B of the timber sale contract. All comments and mitigations outlined in the Camas Back EA would apply to the alternate haul route.

EA Amendment Prepared By:	Name: Amy Helena Title: Missoula Unit Forest Management Supervisor	Date: 6/13/2018
----------------------------------	---	------------------------

V. FINDING

Alternative Selected

Alternative B-The Action Alternative

Significance of Potential Impacts

An interdisciplinary team (ID Team) has completed an amendment to the Camas Back EA for the Wallace Cramer Timber Sale prepared by the Montana Department of Natural Resources and Conservation (DNRC). After a review of the EA, EA amendment, Department Administrative Rules, policies, the State Forest Land Management Plan (SFLMP), and the project file, I have made the following decisions:

Approval of the Action Alternative as presented in the Amendment to the Camas Back EA

The amendment as presented, would allow the Purchaser of the Wallace Cramer Timber Sale to utilize an alternative haul route to avoid a washed out section of the Cramer Creek Rd. which was the original haul route for the timber sale. Use of this alternate haul route would also require the construction of approximately 420 feet of temporary road.

For the following reasons, I have selected the Action Alternative without additional modifications:

The analysis of identified issues did not disclose any reason compelling the DNRC to not utilize the alternate haul route.

Implementation of the Action Alternative includes mitigation activities to address environmental concerns identified during both the Public Scoping phase and the project analysis.

Precedent Setting and Cumulative Impacts-

The project area is located on State-owned lands, which are "principally valuable for the timber that is on them or for growing timber or for watershed" (**MCA 77-1-402**). The proposed action is similar to past projects that have occurred in the area. Since the EA does not identify future actions that are new or unusual, the proposed timber harvest is not setting precedence for a future action with significant impacts.

Taken individually and cumulatively, the identified impacts of the proposed alternative haul route are within established threshold limits. Proposed timber sale activities are common practices and none of the project activities are being conducted on fragile or unique sites.

The proposed alternative haul route conforms to the management philosophy adopted by DNRC in the SFLMP and is in compliance with existing laws, Administrative Rules, and standards applicable to this type of action.

Should DNRC Prepare and Environmental Impact Statement (EIS)?

Based on the following, I find that an EIS does not need to be prepared:

The EA Amendment adequately addressed the issues identified during project development, and displayed the information needed to make the pertinent decisions.

Evaluation of the potential impacts of the proposed alternative haul route indicates that significant impacts to the human environment will not occur as a result of the implementation of the Action Alternative.

The ID Team provided sufficient opportunities for public review and comment during project development and analysis.

EA Checklist Approved By:	Name: Jonathan Hansen Title: Missoula Unit Manager
Signature: <i>Jonathan Hansen</i> Date: June 18, 2018	

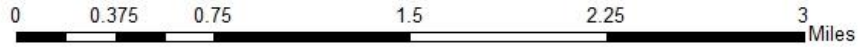
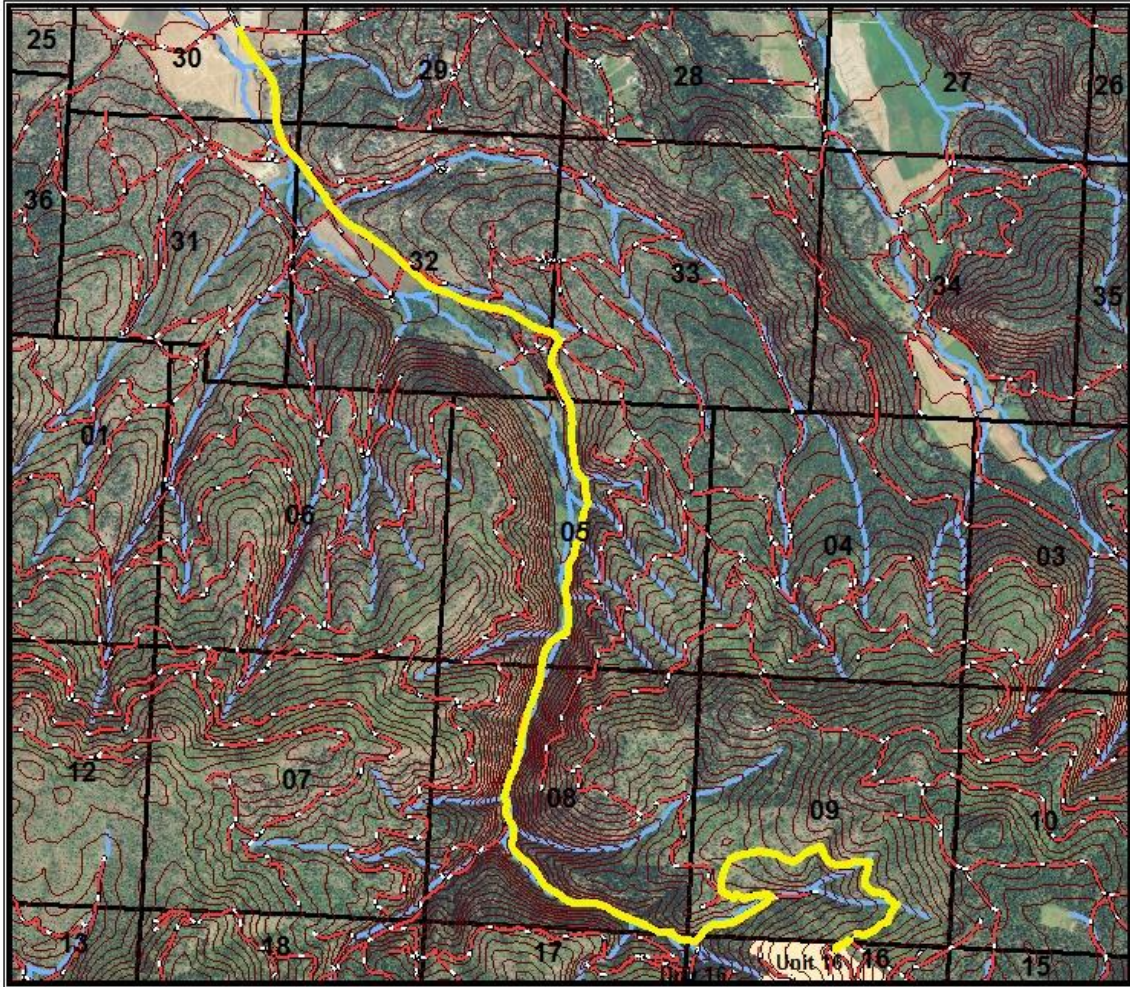


Cramer Creek at the 5 Mile

Attachment B
Alternate Route for the Wallace Cramer Timber Sale (Camas Back EA)



Alternate Route
Section 16 & 21 T12N R15W
Missoula Unit



alt route
FMB_Roads
FMB_Roads



A. Helena
2/26/2017