



R & E Grant Application 13 Biennium

Project #:
13-087

Little Rock Creek Fish Passage Improvement

Project Information

R&E Project Request: \$89,000.00
Match Funding: \$344,100.00
Total Project: \$433,100.00
Start Date: 12/6/2014
End Date: 6/30/2015
Project Email: council@northsantiam.org
Project Biennium: 13 Biennium
Organization: N Santiam Watershed Council/Cascade Pacific RC&D (Tax ID #: 93-0722979)

Fiscal Officer

Name: Molly Davis
Address: 31978 North Lake Creek Drive
Tangent, OR 97389
Telephone: 541-248-3094
Email: molly@cascadepacific.org

Technical Contact

Name: Chuck Knoll
Address: 3010 Ferry Road Street, S.W.
Albany, OR 97322
Telephone: 541-967-3919
Email: cknoll@co.linn.or.us

Applicant Information

Name: Rebecca McCoun
Address: 284 E. Water Street
Stayton, OR 97383
Telephone: 503-930-8202
Telephone 2: 503-930-8202
Email: council@northsantiam.org

Past Recommended or Completed Projects

This applicant has no previous projects that match criteria.

Project Summary

Activity Type: Passage

Summary: A perched and undersized culvert blocks fish passage and the use of a mile of prime upstream essential ESA-listed salmon, steelhead and residential trout rearing and spawning habitat in Little Rock Creek, a tributary in the Mad Creek sub-basin. The culvert is unable to pass winter flows as necessary and reduces and blocks transport of important spawning size substrate and large wood into the middle reaches of the North Santiam. The R&E funds will be used to purchase, deliver and place precast bridge box beams needed in the construction of a 90ft bridge which will allow for upstream fish passage.

Objectives: The project will involve: 1) constructing a new bridge, 2) removing the existing culvert and associated fill, and 3) stabilizing the banks immediately upstream and downstream of the bridge with large rocks, soil, willows and native vegetation. The project will restore juvenile and adult salmon and steelhead passage in the reach, open up over a river mile of prime salmonid habitat, reconnect the stream with its floodplain, reduce the build-up of materials and allow for sediment transport from the Mad Creek sub-basin to the Middle Reach North Santiam. The R&E requested

This project is NOT part of ODFW's 25 Year Angling Plan.

funds will be used to pay for supply and delivery of the 90ft long bridge box beams.

Fishery Benefits:

The North Santiam River provides angling opportunities for anadromous and resident salmonids. The reaches just below Big Cliff Dam down to Mill City are among the most popular for fishing in the river. Steelhead and salmon anglers stay on the mainstem North Santiam with trout anglers often using the tributary systems. This project would benefit recreational fisheries for Chinook, steelhead and trout by increasing the amount of needed substrate materials and large wood habitat delivered into the Middle Reaches of the North Santiam. It will also open up additional spawning and rearing habitat available in the Little Rock Creek sub-basin for winter steelhead and residential trout. The upper reaches of the Little Rock Creek tributary flow through BLM and Oregon Department of Forestry land and with reconnection to the Mad Creek sub-basins could provide additional trout fishing access opportunities.

Watershed Benefits:

The North Santiam Watershed Council has reviewed planning documents including the ESA Recovery Plan for Upper Willamette Salmon and Steelhead, USACE Supplemental Biological Assessment, ODFW Conservation Strategy, ODEQ Willamette TMDL, OWEB Willamette River Basin Restoration Priorities, NWPPC Willamette Sub-Basin Plan and the North Santiam Watershed Council Assessment to identify a restoration strategy in which the Council could have the greatest impact. These documents clearly show that a focus on tributaries and side channels will have the best cost benefit and opportunity for measurable ecological uplift. In the North Santiam Watershed Councils Action Plan (draft April 2013), the Council has identified the replacement of the undersized culvert on the Little Rock Creek as high priority for addressing the issue of improving "Habitat Connectivity" in the middle reaches of the North Santiam Watershed below the Big Cliff and Detroit Dams, especially since these structures are blocking approximately 75% of the historic anadromous fish habitat.

Current Situation:

The Big Cliff and Detroit Dams have greatly affected the salmon and steelhead habitats downstream of the dams. The dams limit fish passage, influence flow and temperature patterns and limit sediment, bed load and large wood delivery to the middle and lower reaches of the North Santiam. With the significant amount of high quality spawning gravels trapped behind the Big Cliff and Detroit dams the Middle Reach tributaries (Fox Valley, Rock Creek, Mad Creek and Sevenmile Creek Sub-basins) have a significantly higher ecological importance to the system for they are the highest reaches below the dams providing spawning and rearing habitat for migrating Chinook, Coho and Steelhead and are the main hydrologic systems providing sediment bedload and large wood material into the middle reaches of the North Santiam system above the Little North Fork confluence.

With the recent completion of the Mad Creek/Gates Bridge East project in October of 2013 funded by the Oregon Department of Transportation (ODOT) Kuebler Rd. mitigation project, only one remaining partial fish passage barrier exists in the Mad Creek sub-basin, located on Little Rock Creek. The undersized culvert on Little Rock Creek is not only a fish passage barrier (perched and undersized) but has also "trapped a significant amount of bedload that likely limits downstream

spawning habitat” (NOAA Letter, 2010). Replacing this culvert has been identified by NOAA and by the North Santiam Watershed Council as high priority (See attached NOAA Letter, 2010). This project will restore juvenile and adult salmon and steelhead passage and will open up at least one river mile of once difficult to access high quality rearing and spawning habitat; will reconnect the stream with its floodplain and will allow for sediment and wood debris transport within the Mad Creek sub-basin. The North Santiam Watershed Council has also applied for an OWEB Restoration Grant and a A.J. Frank Family Foundation Grant to help leverage funding for this project.

Alternatives:

Several alternatives for the replacement of the existing 7 foot diameter perched and undersized culvert were considered. For example, the replacement of the existing culvert with a larger countersunk culvert was considered. SLOPES V requires the width of the crossing to be at least 1.5 times the width of the creek crossing. This would require a crossing width of about 20 feet which would require a larger expense for construction of a larger culvert crossing since the culvert would need to be a multi-plate culvert. Since the road crossing is located at a bend in the creek, there is also difficulty in matching the stream with a straight culvert and also designing for a transition from the stream to the culvert. The road crossing would also need to be closed during construction. This presents a large hazard and liability to the County and Contractor during construction should emergency services be needed. Access must be available to for the landowners at all times. Therefore, the culvert option was not acceptable for cost as well as constructibility.

Based on existing site conditions and the cost of the replacement of the culvert with a larger counter-sunk culvert, the option of construction of a bridge and restoration of the stream channel was selected. This design also meets the requirements of SLOPES. This design also allows the potential option of keeping the road open to traffic during construction.

Designer: Chuck Knoll, PE, Linn County Engineer will oversee the project design, permitting, and construction of the project.

Methods: The proposed structure will be approximately 90 feet long by 16 feet wide. The prestressed reinforced concrete bridge beams will be set on reinforced concrete abutments supported by steel piling. The bridge design will provide for fish passage during low flow summer conditions as well as winter conditions. It will be designed to pass a 100-year flow event. The bridge will be designed for a service life to exceed 100 years.

The proposed Little Rock Creek Stream Improvement project has unique site characteristics that are requiring the incorporation of specific design elements that makes this project more costly. The Little Rock Creek Crossing provides access to forest timberland and agricultural lands as well as three property owners with residential dwellings. Therefore, the bridge must be designed to support trucks and equipment for timber maintenance and harvesting and ongoing agricultural activities. The bridge must also be designed for emergency equipment (eg. ambulances, fire trucks, water tenders). The depth of the river channel and the river channels location require bank rehabilitation and stabilization to prevent scour after the removal the existing perched and undersized culvert along with the large amount of associated fill. Also, the sides of the bank after excavation must be cut back to provide bank stability to prevent slope failure (slides) after the bridge is constructed that may occur during the wetter seasons.

The proposed bridge will be only one lane (20 feet wide) without a pedestrian lane to keep the costs of the bridge down. The single lane width of 20 feet is the minimum requirement for unrestricted width to comply with providing access for emergency services equipment.

The design of the bridge and stream restoration will meet performance standards specified in the Corps/NMFS programmatic biological opinion Standard Local Operating Procedures for Endangered Species (SLOPES) IV, dated August 13, 2008 (or more current standards presently being adopted and soon to be released). As such, the bridge will span at least 1.5 times the active Channel width and allow for normative fluvial processes and fish passage conditions to return to the crossing. Large boulders and woody debris will be used to restore the stream channel. Native vegetation will also be planted to restore and stabilize the stream bank.

Inspector: Chuck Knoll, PE, Linn County Roads Department

Funding Elements: The R&E requested funds will be used to pay for the supply and delivery of 90 foot long 39" Precast/Prestressed bridge box beams. The Linn County Roads Department has estimated the cost to load the precast bridge box beams on a truck, deliver to the site and with a crane place on pre-constructed concrete support abutments to be approximately \$91,000.00.

Partners: Yes

Frank Timber Resources (Landowner). Landowner has granted access to the site and will donate large rock for the project.
ODFW (Agency). Karen Hans and staff will conduct upstream fish surveys in the spring of 2014.
BLM (Agency-Upstream Landowner). Bruce Zoelick, Fish Biologist provided historic fish data and maps for the upper reaches of Little Rock Creek. Has offered to assist with fish surveys.
ODF (Agency-Upstream Landowner). Shannon Loffelmacker has offered in-kind assistance with the project. ODF has offered mapping and staff in-kind support.

Existing Plan: Yes

In the North Santiam Watershed Councils Action Plan (draft April 2013), the Council has identified the replacement of the undersized culvert on the Little Rock Creek as high priority for addressing the issue of improving "Habitat Connectivity" in the middle reaches of the North Santiam Watershed below the Big Cliff and Detroit Dams, especially since these structures are blocking approximately 75% of the historic anadromous fish habitat.

Affected Contacted: Yes

Affected Supportive: Yes

Affected Comments: Frank Timber Resources (project landowner) is in support of the project. The surrounding landowners who use the road have also been contacted by the North Santiam Watershed Council and are in support of the project.

Project Schedule/Participants/Funding

Activity	Date	Participants
Start Permit Applications	11/1/2014	Linn County Roads Department
Materials Acquisition	6/1/2015	Linn County Roads Department
See Attachment for complete Project Time Line	11/1/2014	Linn County Roads Department

Affected Species: Chinook Salmon
Coho Salmon
lamprey

Rainbow Trout
Steelhead

Project Permits

Name	Issued By	Secured?	Date Secured	Date Expected
SLOPES	DSL/ACOE	No	1/1/0001	3/1/2015
Fish Passage for Road Stream Crossing	ODFW	No	1/1/0001	3/1/2015

Project Monitoring

Organization	Address	Activity	Frequency
Linn County Roads Department	3010 Ferry Street, S.W. Albany, OR 97322	Monitor All Stages	Through duration of the project and life of the bridge
North Santiam Watershed Council	284 E Water Street Stayton, OR 97383	Monitor All Stages	Before, during and after project for up to 10 years

Project Maintenance

Organization	Address	Activity	Frequency
Linn County Roads Department	3010 Ferry Street, S.W. Albany, OR 97322	Inspection, improvements as needed	As needed.

Project Match Funding

Funding Source	Cash	In-Kind	Other	Description	Total	Secured?	Conditions?	Comments
R&E Request	\$89,000.00	\$132,200.00	\$211,900.00	The NSWC has submitted an OWEB proposal for \$210,900. Private donation from Council Member for \$1,000.	\$433,100.00	No	No	The NSWC submitted an OWEB Restoration Grant on April 21, 2014. The NSWC will learn the proposal results in August or September of 2014. The Linn County Roads Department has and will provide approximately a total of \$132,200 in inkind project match.
				Total Match Funding:	\$433,100.00			

Project Budget

Item	Item Type	Units	Unit Cost	R&E Funds	Match Funds	Total
Cascade Pacific Fiscal Administration	Administration	1	\$10,000.00	\$0.00	\$10,000.00	\$10,000.00
Construction of bridge, restoration and materials	Contracted Services	1	\$200,000.00	\$0.00	\$200,000.00	\$200,000.00
Construction of bridge, restoration and materials	Contracted Services	1	\$89,000.00	\$89,000.00	\$0.00	\$89,000.00
NSWC Board Member Personal Donation	Contracted Services	1	\$1,000.00	\$0.00	\$1,000.00	\$1,000.00
Administrative Staff (est cost) Linn County	Intergovernmental Agreement Services	80	\$55.00	\$0.00	\$4,400.00	\$4,400.00
Civil Engineering (average cost) Linn Co	Intergovernmental Agreement Services	250	\$85.00	\$0.00	\$21,250.00	\$21,250.00
Engineering Specialist (est cost) Linn County	Intergovernmental Agreement Services	500	\$65.00	\$0.00	\$32,500.00	\$32,500.00
Environmental Engineer (est cost) Linn County	Intergovernmental Agreement Services	250	\$85.00	\$0.00	\$21,250.00	\$21,250.00
Preliminary Civil and Environmental Work Completed	Intergovernmental Agreement Services	1	\$44,000.00	\$0.00	\$44,000.00	\$44,000.00
Large Boulders - Frank Lumber	Supplies/Materials /Services	1	\$4,000.00	\$0.00	\$4,000.00	\$4,000.00
Post Grant Status Reporting	Supplies/Materials /Services	3	\$300.00	\$0.00	\$900.00	\$900.00
Linn County Mileage for Vehicles	Travel	1	\$4,800.00	\$0.00	\$4,800.00	\$4,800.00
					Total Budget:	\$433,100.00

Project Map



Additional Files

Click a link to view that particular file.

[Adjacent Landowner Letter of Support](#)

[BLM letter](#)

[Fiscal Admin 501\(c\)3 Designation](#)

[Fiscal Sponsor Signature Form](#)

[Frank Timber Support Letter](#)

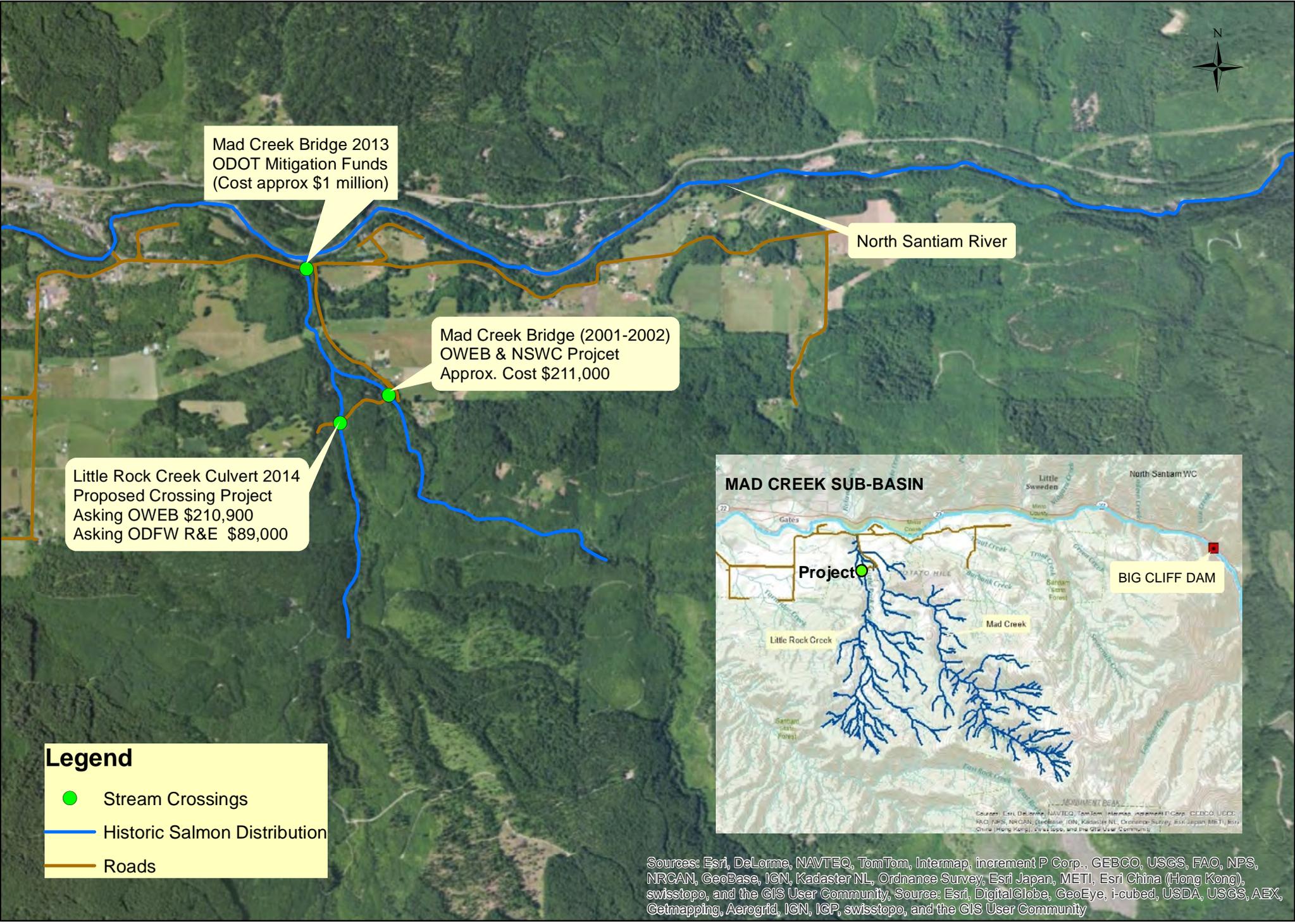
[Landowner Map - Mad Creek Sub-basin](#)

[Linn County Project Cost Estimate](#)

[Little Rock Creek Project Designs](#)

Little Rock Creek Stream Crossing Improvement Project Proposal

Mad Creek Sub-basin - North Santiam River Watershed

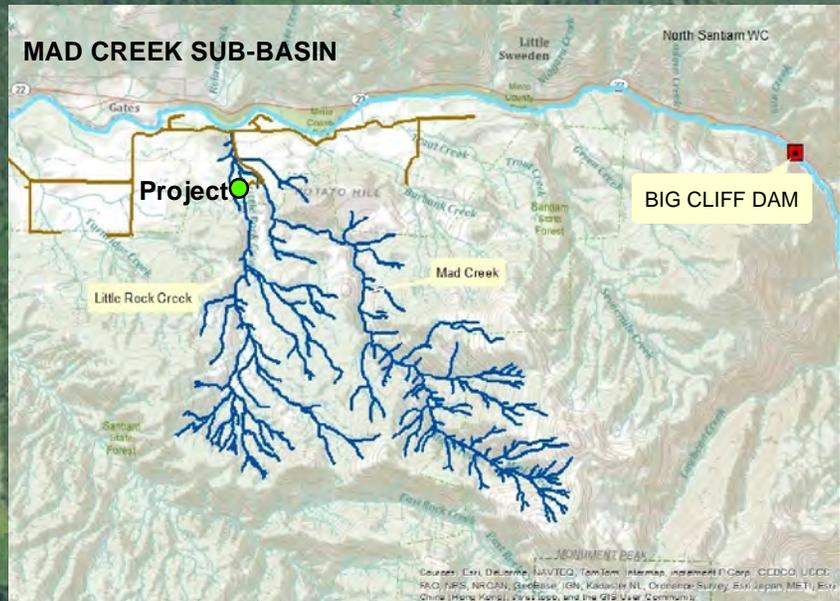


Mad Creek Bridge 2013
 ODOT Mitigation Funds
 (Cost approx \$1 million)

North Santiam River

Mad Creek Bridge (2001-2002)
 OWEB & NSWC Project
 Approx. Cost \$211,000

Little Rock Creek Culvert 2014
 Proposed Crossing Project
 Asking OWEB \$210,900
 Asking ODFW R&E \$89,000



Legend

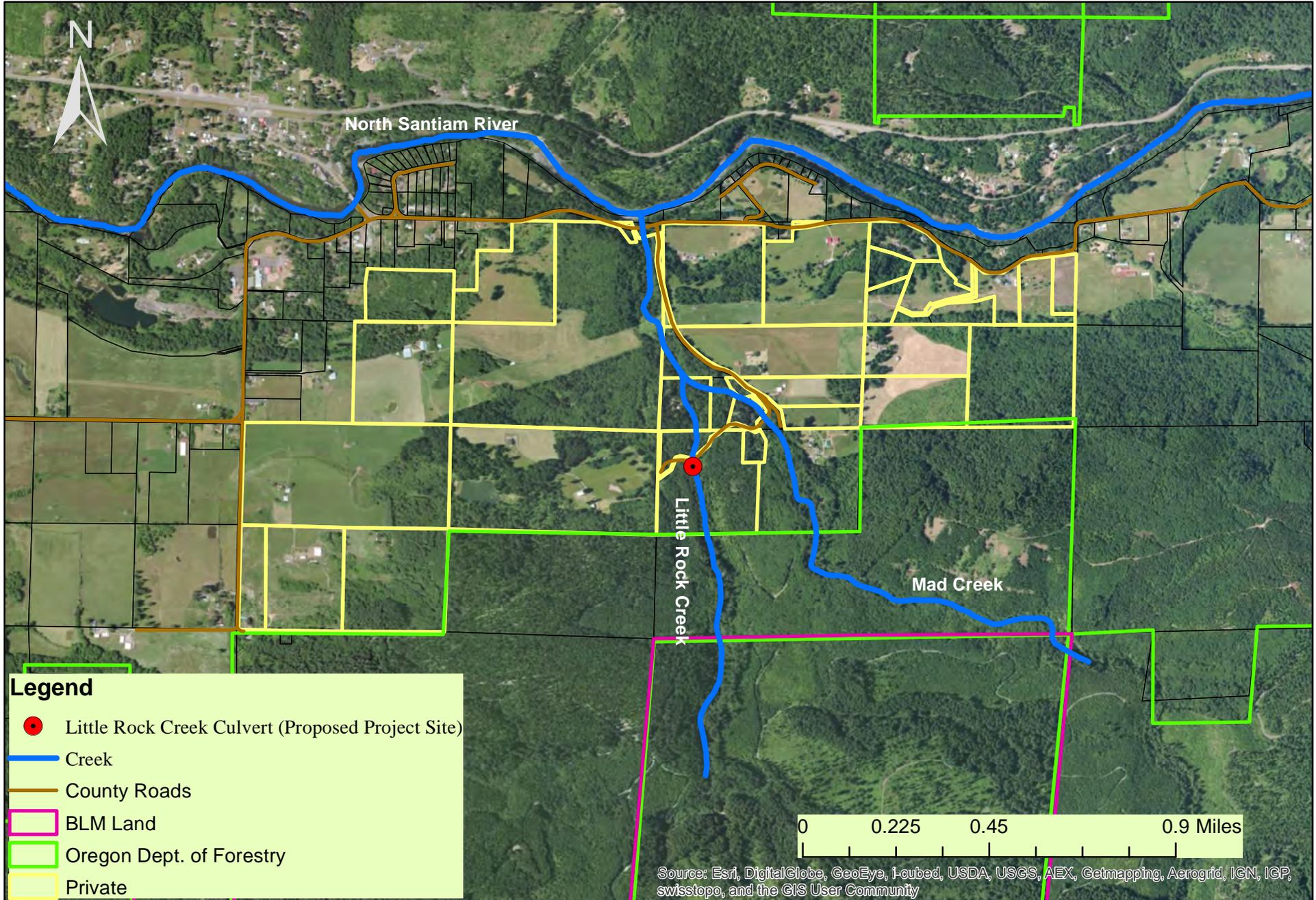
- Stream Crossings
- Historic Salmon Distribution
- Roads

Sources: Esri, DeLorme, NAVTEQ, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, and the GIS User Community, Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

Little Rock Creek Stream Crossing Improvement Project Proposal

Land Ownership in the Mad Creek Sub-basin

North Santiam River Watershed



North Santiam Watershed Council
Little Rock Creek Stream Crossing Improvement Project
Photos Taken March 1, 2014



Photo 1. Little Rock Creek Inlet



Photo 2. Little Rock Creek Inlet (Woody debris blocking inlet)

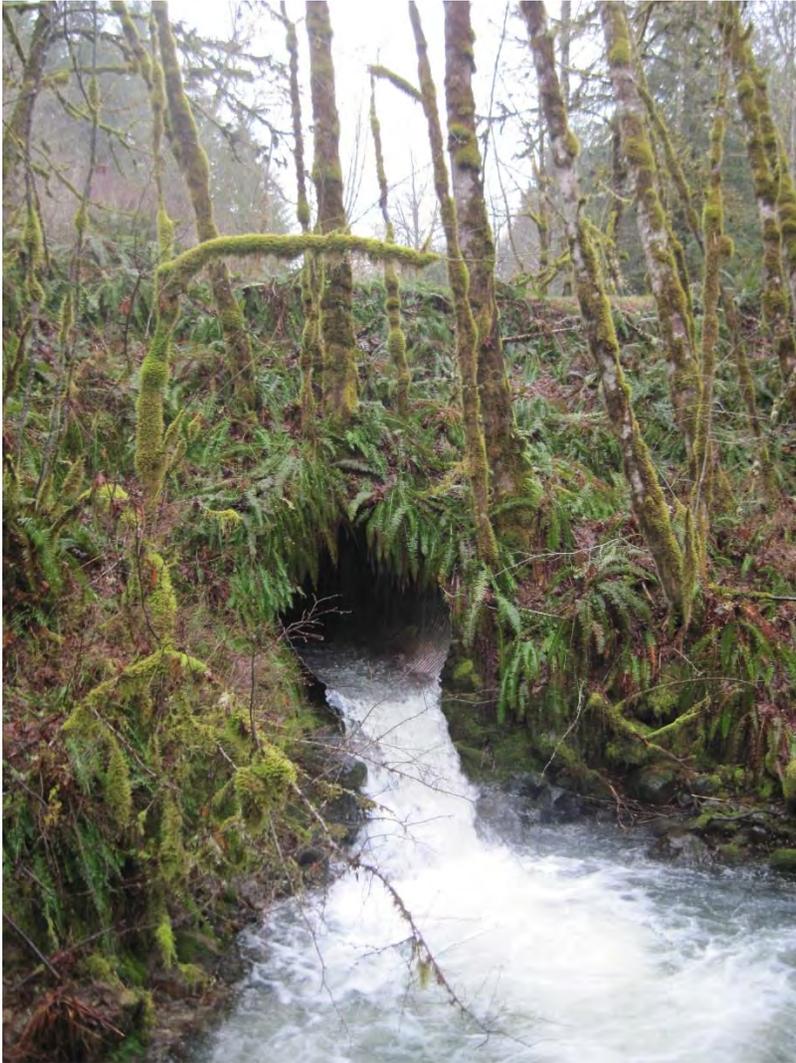


Photo 3. Little Rock Creek Outlet (Perched Culvert)



Photo 4. Little Rock Creek Outlet (Plunge Pool)

DEVELOPMENTAL COST ESTIMATE
MAD CREEK FOREST RD (LITTLE ROCK CREEK) BRIDGE

REMOVAL OF FILL AND CULVERT AND REPLACEMENT WITH 90 FT SINGLE SPAN BRIDGE

ESTIMATE FOR CONSTRUCTION

	ITEM DESCRIPTION	UNITS	ESTIMATE	QUANTITY	UNIT PRICE	TOTAL
1	Mobilization (9%)	LS	ALL	All	\$ 26,100.00	\$ 26,100.00
2	Temporary Protection & Direction of Traffic	LS	ALL	All	\$ 1,501.00	\$ 1,501.00
3	Temporary Signs	SQFT	--	84	\$ 16.50	\$ 1,386.00
4	Temporary Barricades	FOOT	--	24	\$ 200.00	\$ 4,800.00
5	Erosion Control	LS	ALL	All	\$ 850.30	\$ 850.30
6	Sediment Barrier	FOOT	--	160	\$ 5.25	\$ 840.00
7	Pollution Control Plan	LS	ALL	All	\$ 425.20	\$ 425.20
8	Work Containment Plan and System	LS	ALL	All	\$ 5,124.40	\$ 5,124.40
9	Construction Surveying	LS	ALL	All	\$ 2,776.00	\$ 2,776.00
10	Removal of Structures and Obstructions	LS	ALL	All	\$ 1,550.60	\$ 1,550.60
11	Clearing and Grubbing	LS	ALL	All	\$ 1,501.00	\$ 1,501.00
12	General Excavation	CUYD	--	1015	\$ 15.50	\$ 15,732.50
13	Rip Rap Geotextile	SQYD	--	18	\$ 2.25	\$ 40.50
14	Loose Rip Rap, Class 200	CUYD	--	16	\$ 51.50	\$ 824.00
	Large Rip Rap, Class 500	CU YD		200	\$ 50.00	\$ 10,000.00
15	Shoring, Cribbing, and Cofferdams	LS	ALL	All	\$ 7,500.00	\$ 7,500.00
16	Structure Excavation	LS	CUYD	40	\$ 30.00	\$ 1,200.00
17	Granular Structure Backfill	LS	CUYD	20	\$ 75.00	\$ 1,500.00
18	Furnish Pile Driving Equipment	LS	ALL	All	\$ 15,000.00	\$ 15,000.00
19	Furnish PP12.75x0.375 Steel Pipe Piling	FOOT	--	320	\$ 50.00	\$ 16,000.00
20	Drive PP12.75x0.375 Steel Pipe Piling	EACH	--	8	\$ 800.00	\$ 6,400.00
21	PP12.75x0.375 Pipe Pile Splices	EACH	--	3	\$ 250.00	\$ 750.00
22	PP12.75x0.375 Pile Tips	EACH	--	8	\$ 200.00	\$ 1,600.00
23	Reinforcement	LS	LBS	4800	\$ 1.75	\$ 8,400.00
24	General Structural Concrete - Class 3300	LS	CUYD	32	\$ 600.00	\$ 19,200.00
25	39-Inch Precast/Prestressed Box Beams	FOOT	--	455	\$ 200.00	\$ 91,000.00
26	Standard Thrie Beam Bridge Rail	FOOT	--	182	\$ 91.00	\$ 16,562.00
27	Waterproofing Membrane	SQFT	--	1820	\$ 4.00	\$ 7,280.00
28	Aggregate Base	TON	--	60	\$ 31.00	\$ 1,860.00
29	Level 3, 3/4 Inch Dense MHMAC Mixture	TON	--	110	\$ 77.00	\$ 8,470.00
30	Guardrail Transitions	EACH	--	4	\$ 1,500.00	\$ 6,000.00
31	Guardrail Terminals, Non-Flared, Test Level 2	EACH	--	4	\$ 1,500.00	\$ 6,000.00
32	Seeding Mobilization	LS	ALL	All	\$ 750.00	\$ 750.00
33	Permanent Seeding	LS	ACRE	0.1	\$ 10,000.00	\$ 1,000.00

TOTAL CONSTRUCTION COST \$ 289,924.00

Preliminary Engineering \$ 20,000.00

Construction Engineering \$ 43,489.00

TOTAL PROJECT COST \$ 353,413.00

Note: This could be used as a match if necessary

Note: Some of this amount could be used as a match if necessary

Note: This has been completed and may be used as a match

Preliminary Engineering - Completed \$ (44,000.00)

Roadway Estimate Prepared by Daineal Malone, PE, Civil Engineer, 9/5/2013

Bridge Estimate Prepared by Kevin M. Groom, P.E. Civil Engineer, 12/19/2013

Estimate Reviewed by Chuck Knoll, PE, Linn County Engineer, 01/14/2014

LINN COUNTY ROAD DEPARTMENT

LITTLE ROCK CREEK CULVERT BRIDGE REPLACEMENT PROJ.

2015 ~~2012~~ CONSTRUCTION

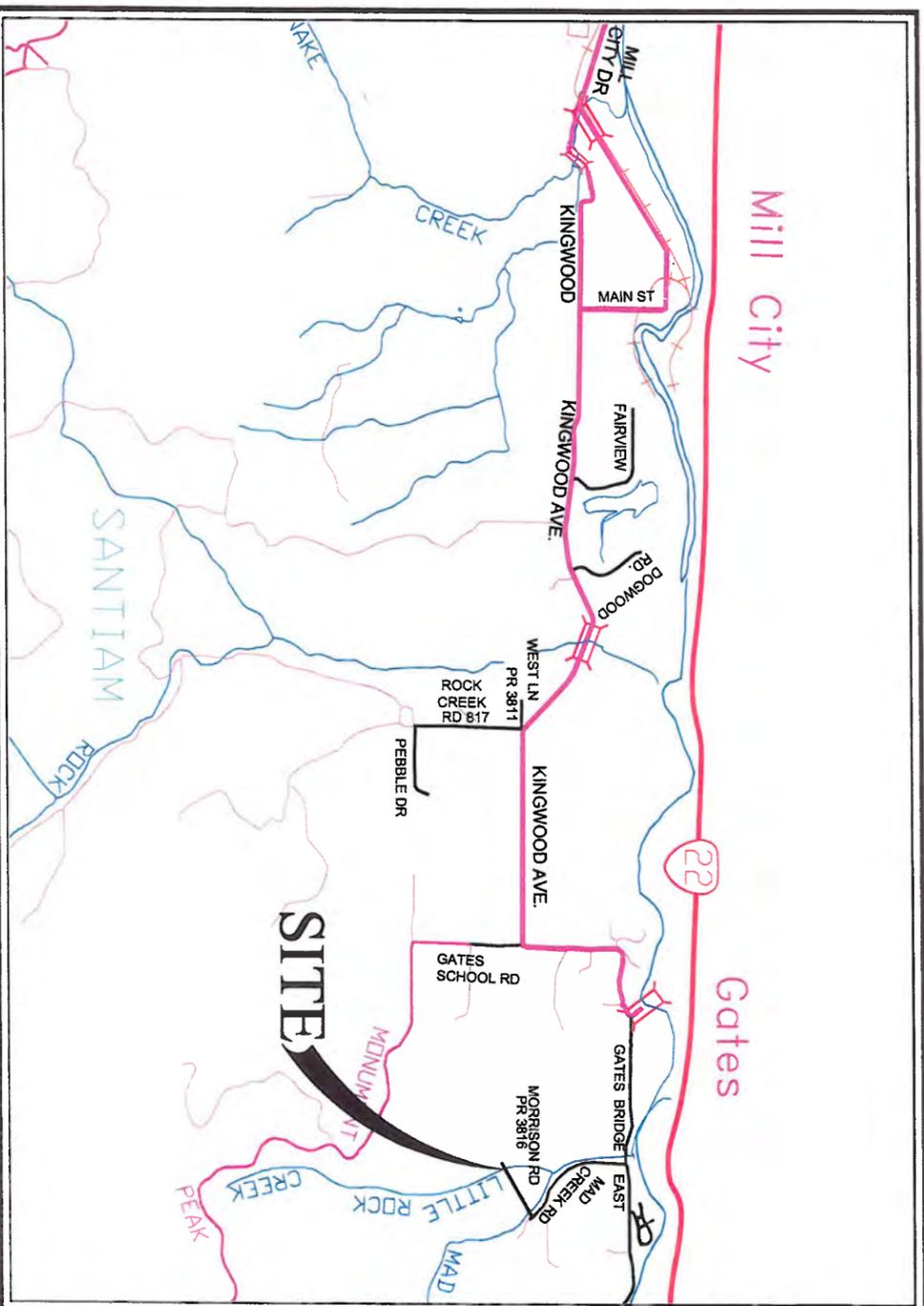
T9S R3E SEC 35

OVERALL PROJECT LENGTH: 200 FEET

Index of Sheets	
SH-01	COVER SHEET
SH-02	EXISTING CONDITIONS PLAN
SH-03	EXISTING CONDITIONS PROFILE
SH-04	PROPOSED PLAN
SH-05	PROPOSED PROFILE



PROJECT LOCATION



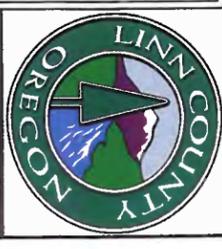
~ CONCEPTUAL
DESIGN ~
CRK
3/31/2014

PRELIMINARY
NOT FOR
CONSTRUCTION

Think SAFETY!
Don't be a Weak Link

English Units

ATTENTION:
Oregon law requires you to follow rules adopted by the Oregon Utility Notification Center. Those rules are set forth in OAR 952-001-0010 through OAR 952-001-0090. You may obtain a copies of the rules by calling the center. (Note: the telephone number for the Oregon Utility Notification Center is (503) 232-1987.)



LINN COUNTY
ROAD DEPARTMENT
3010 FERRY STREET SW
ALBANY, OREGON 97322
PHONE: (541) 967-3919
FAX: (541) 924-0292
E-MAIL: roads@co.linn.or.us

ROADMASTER
DARRIN L. LANE
COUNTY ENGINEER
CHARLES R. KNOLL

COUNTY
COMMISSION
ROGER ANQUIST
CHAIRMAN
JOHN LINDSEY
WILLIAM TUCKER

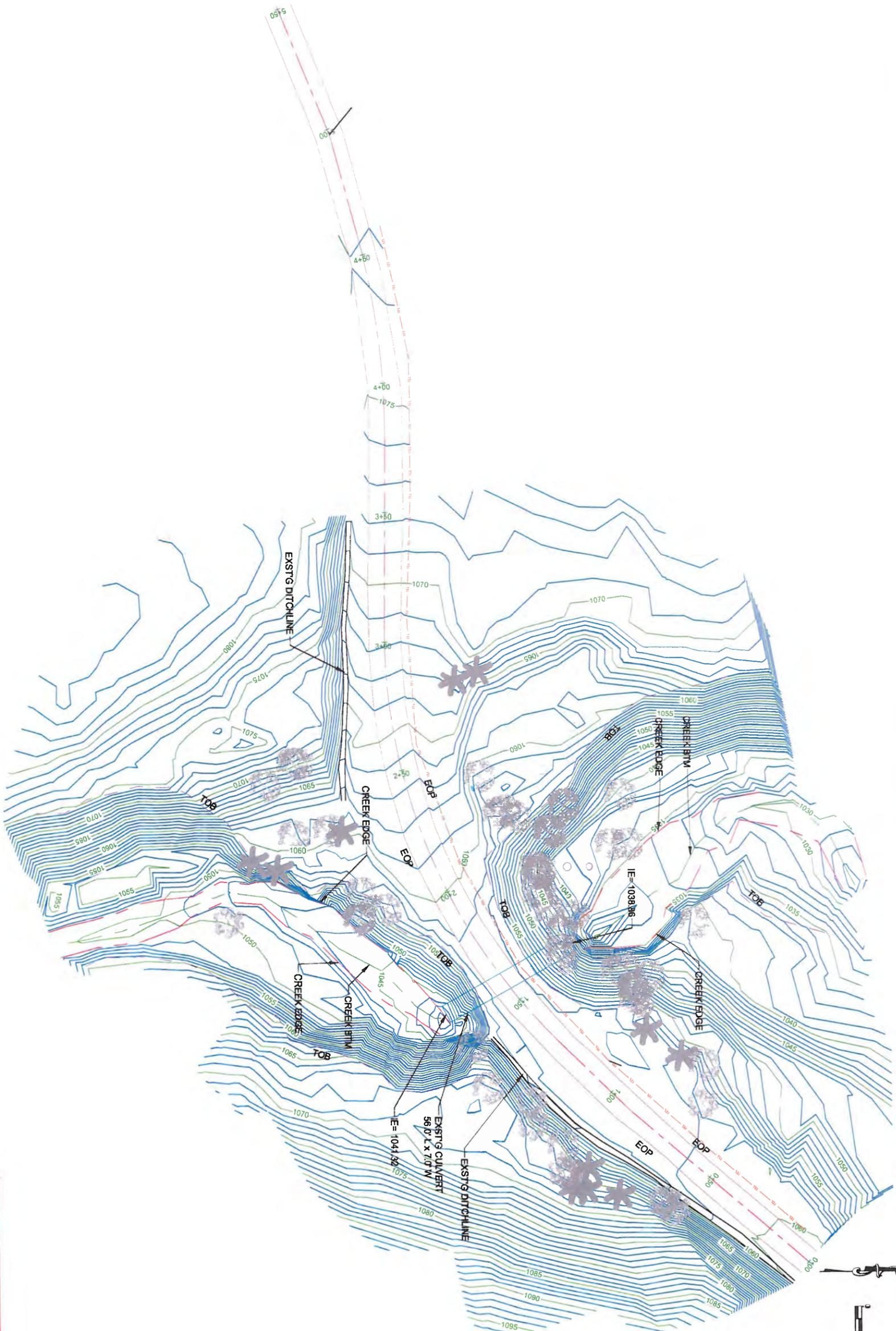
DATE:	REVISION:	BY:



LITTLE ROCK CREEK CULVERT
BRIDGE REPLACEMENT
T9S, R3E, Sec 35, CR 821, MP 0.28

PROJ. NO:	CB115	DATE:	9/29/2011
FILE:	PR 3816 Little Rock Cr Bridge		
DESIGNED BY:	SSM	CHECKED BY:	WEM
DRAFTED BY:	SSM	REVIEWED BY:	CRK

SCALE: As Shown
Sheet 1 of 5



**PRELIMINARY
NOT FOR
CONSTRUCTION**



**LINN COUNTY
ROAD DEPARTMENT**
 3010 FERRY STREET SW
 ALBANY, OREGON 97322
 PHONE: (541) 967-3919
 FAX: (541) 824-0202
 E-MAIL: Roads@co.linn.or.us
**ROADMASTER
DARRIN L. LANE
COUNTY ENGINEER
CHARLES R. KNOLL**

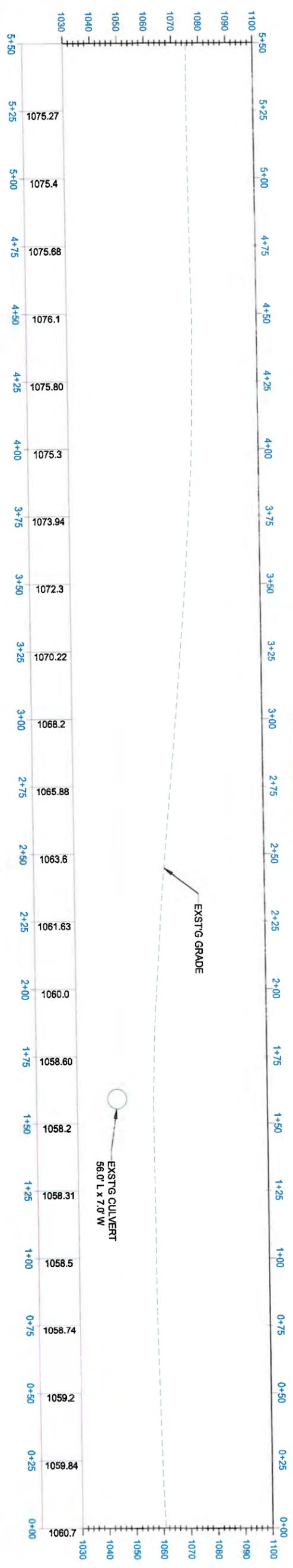
**COUNTY
COMMISSION**
 ROGER NYQUIST
 CHAIRMAN
 JOHN LINDSEY
 WILLIAM TUCKER

DATE:	REVISION:	BY:



**LITTLE ROCK CREEK CULVERT
BRIDGE REPLACEMENT PROJ.
EXISTING CONDITIONS**
 PROJ. NO: CB115 DATE: 9/29/2011
 FILE: PR 3816 Little Rock Cr Bridge
 DESIGNED BY: SSM CHECKED BY: WEM
 DRAFTED BY: SSM REVIEWED BY: CRK

Scale As Shown
 Sheet 2 of 5



STA: 0+00 to STA: 5+50

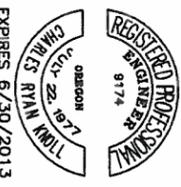
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NOT FOR
CONSTRUCTION**



**LINN COUNTY
ROAD DEPARTMENT**
3010 FERRY STREET SW
ALBANY, OREGON 97122
PHONE: (541) 967-3919
FAX: (541) 924-0202
EMAIL: Road@co.linn.or.us
**ROADMASTER
DARRIN L. LANE
COUNTY ENGINEER
CHARLES R. KNOLL**

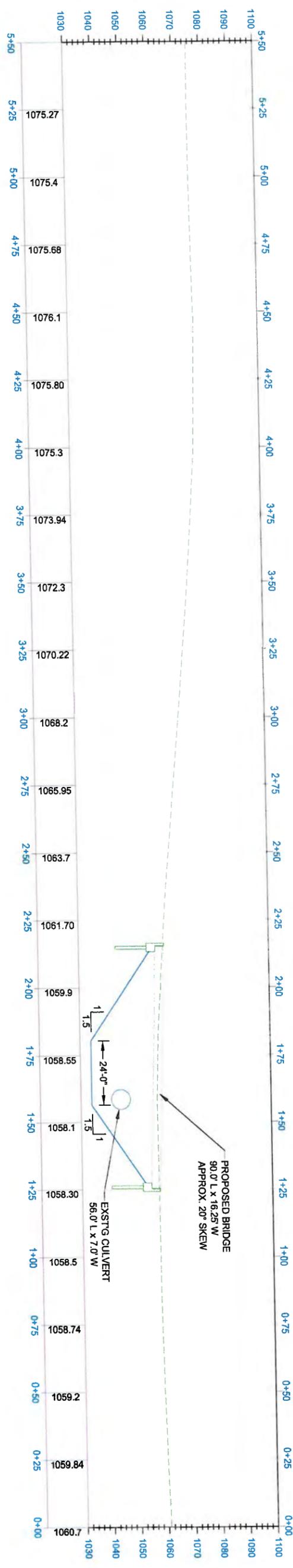
**COUNTY
COMMISSION
ROGER NYQUIST
CHAIRMAN
JOHN LINDSEY
WILLIAM TUCKER**

DATE:	REVISION:	BY:



**LITTLE ROCK CREEK CULVERT
BRIDGE REPLACEMENT PROJ.
EXISTING CONDITIONS**
PROJ. NO: CB115 DATE: 9/29/2011
FILE: PR 3816 Little Rock Cr Bridge
DESIGNED BY: SSM CHECKED BY: WEM
DRAFTED BY: SSM REVIEWED BY: CRK

Scale As Shown
Sheet 3 of 5



STA: 0+00 to STA: 5+50

**PRELIMINARY
NOT FOR
CONSTRUCTION**



**LINN COUNTY
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**ROADMASTER
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CHARLES R. KNOLL**

**COUNTY
COMMISSION
ROGER NYQUIST
CHAIRMAN
JOHN LINDSEY
WILLIAM TUCKER**

DATE:	REVISION:	BY:



**LITTLE ROCK CREEK CULVERT
BRIDGE REPLACEMENT PROJ.
PROPOSED PROFILE**

PROJ. NO: CB115 DATE: 9/29/2011
FILE: PR 3816 Little Rock Cr Bridge

DESIGNED BY: SSM CHECKED BY: WEM
DRAFTED BY: SSM REVIEWED BY: CRK

Scale As Shown
Sheet 5 of 5

Signature Authorization Page

I hereby make an application for financial assistance under the terms and conditions of the R&E Program as described in my project application.

I understand that if my project is approved for funding, the following will apply:

- All project sponsors must sign a grant agreement containing the terms and conditions on which funding will be released.
- Project expenses which occur before the grant agreement is signed or after the expiration date will not be paid by the R&E Program.
- Copies of all necessary permits must be submitted to the R&E Program.
- Project sponsors must certify compliance with local, state, and federal regulations and laws.
- Landowner, monitoring and maintenance agreements must be submitted to the R&E Program.
- Regular progress reports may be required, and at the end of each project a Completion Report must be submitted.
- Educational products resulting from projects are public domain.
- All information submitted to either party under this application is subject to the federal Freedom of Information Act.

Project Title: Little Rock Creek Stream Crossing Improvement Project

Applicant: North Santiam Watershed Council

Date: May 19, 2014

Fiscal Officer: _____

Date: 5/19/14



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE
Northwest Region
7600 Sand Point Way N.E., Bldg. 1
Seattle, WA 98115

Refer to NMFS No:
2005/00123

January 29, 2010

Chris Woods
Team Leader, Planning and Program Development
Federal Highway Administration, Oregon Division
Equitable Center, Suite 100
530 Center Street NE
Salem, Oregon 97301

Re: Request for Reinitiation of Endangered Species Act Section 7 Formal Consultation and Magnuson-Stevens Fishery Conservation and Management Act Essential Fish Habitat Consultation for the Interstate 5, North Santiam Highway to Kuebler Boulevard Road Improvement Project, Upper Willamette River Basin, Mill Creek, East Fork Pringle Creek, and Middle Fork Pringle Creek Watershed (Lower Mill Creek/Willamette River 6th field HUC: 170900070301, Croisan Creek 6th field HUC: 170900070302), Marion County, Oregon

Dear Mr. Woods:

On March 4, 2009, NMFS received an email request from the Federal Highway Administration (FHWA) to reinitiate consultation on the Endangered Species Act section 7 formal consultation and Magnuson-Stevens Fishery Conservation and Management Act essential fish habitat consultation for the Interstate 5, North Santiam Highway to Kuebler Boulevard Road Improvement Project, that was signed on June 23, 2005 (refer to NMFS No.: 2005/00123). This formalized the reinitiation request received December 29, 2008 by NMFS from the Oregon Department of Transportation (ODOT). The request included a biological assessment addendum. NMFS was not able to accept the request as complete until FHWA approved the package via email March 4, 2009.

In the June 23, 2005 Opinion, NMFS concluded that the proposed action was not likely to jeopardize the continued existence of Upper Willamette River (UWR) Chinook salmon (*Oncorhynchus tshawytscha*) or UWR steelhead (*O. mykiss*). Further, NMFS concluded that the proposed action was not likely to result in the destruction or adverse modification of critical habitats that NMFS proposed to designate for UWR Chinook salmon and UWR steelhead.

As of September 2008, FHWA considered the Interstate 5, North Santiam Highway to Kuebler Boulevard Road Improvement Project to be complete. However, FHWA also recognized that the terms and conditions of the biological opinion had not been met. Specifically, FHWA had not completed improvement of fish egress from the nearby "River-Bend" and "Walling Gravel Pit" quarry complex. Improvements to fish egress were to have been completed to offset impacts associated with the new I-5 Mill Creek Bridge. It creates a backwater effect within Mill Creek that directing flows above the ordinary high-water and an unspecified number of juvenile spring Chinook and juvenile steelhead into the quarry complex. Once fish enter the complex, egress



would be difficult due to disorientation inherent to the complexity of the complex and a lack of egress attraction flow. Those fish unable to escape would die via predation or warm season water quality issues (*e.g.*, temperature). The FHWA determined that construction of an egress design was not practicable given the resources required to construct the project, uncertainties associated with its effectiveness, cost-to-benefit ratio, and challenges associated with completion of the action (*e.g.*, right-of-way difficulties). Therefore, FHWA proposed to cease efforts in constructing the egress project through the complex and instead redirect the funding to be used by ODOT and the North Santiam Watershed Council (NSWC) within the North Santiam's Mad Creek basin.

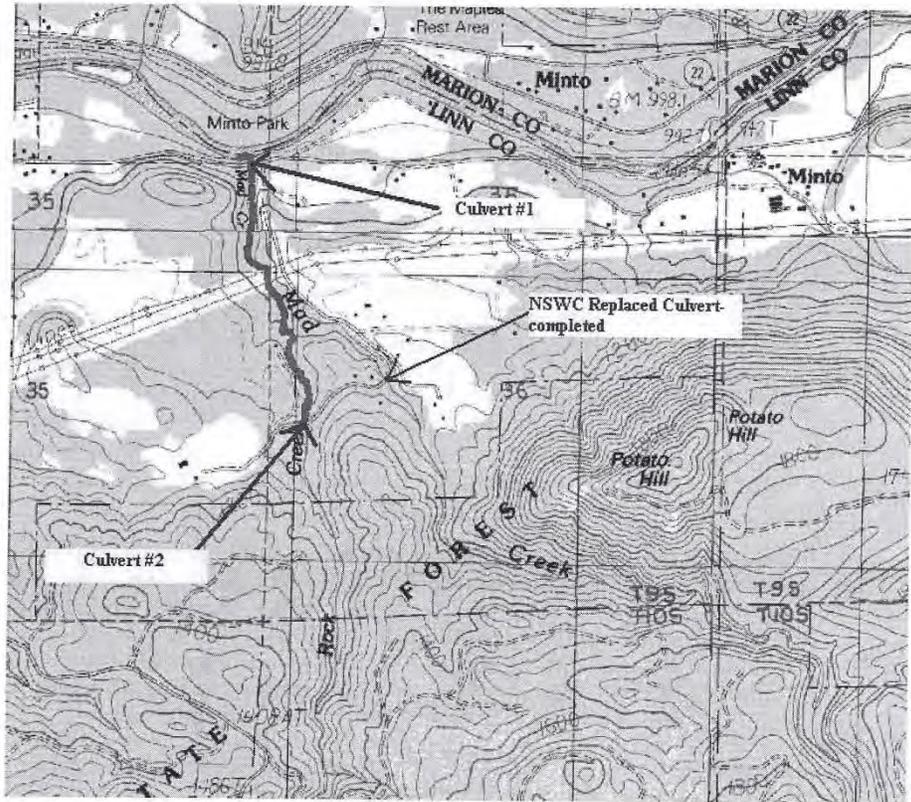
- * * Coordination between NMFS, ODOT, and the NSWC in 2008 resulted in the identification of a suitable fish passage and habitat enhancement site to benefit both UWR Chinook salmon and UWR steelhead (Figure 1). The site is located in Mad Creek, a tributary of the North Santiam River. Culvert #1 is a partial barrier (depending upon flows) and culvert #2 as a fish passage barrier signifies the end of anadromous fish distribution within Mad Creek's tributary Little Rock Creek. In addition, culvert #2 has trapped a significant amount of bedload that likely limits downstream spawning habitat. As FHWA's agent, ODOT will direct funds to the NSWC and insure at minimum that culvert #2 is replaced with a fish passable crossing, and if possible, will combine net project funds with other sources to replace culvert #1 as well.

Though the new work site is not within the Mill Creek watershed, it would benefit the same populations of UWR Chinook salmon and UWR steelhead as much or more than the prior proposed work in Mill Creek since Mill Creek itself provides little spawning habitat or production of UWR Chinook salmon and UWR steelhead. The fish that would be affected within Mill Creek originate from the North Santiam watershed. This is because an artificial, unscreened diversion known as the Salem Ditch, built in 1855, diverts flow and with it juvenile salmon and steelhead from the North Santiam River near Stayton, Oregon, into Mill Creek.

The FHWA and NMFS have agreed that consultation on the proposed fish passage work within Mad Creek will best be met through a future Federal ESA nexus with the U.S. Army Corps of Engineers (COE) under their authorities to implement section 404 of the Clean Water Act. The future permit application to the COE will include the use of the programmatic biological opinion issued by NMFS titled "Programmatic Biological Opinion and Magnuson-Stevens Fishery Conservation and Management Act Essential Fish Habitat Consultation for Revisions to Standard Local Operating Procedures for Endangered Species to Administer Maintenance or Improvement of Road, Culvert, Bridge and Utility Line Actions Authorized or Carried Out by the U.S. Army Corps of Engineers in Oregon," commonly referred to as SLOPES IV Roads, Culverts, Bridges and Utility Lines (refer to NMFS No.: 2008/04070).

Future application and implementation of the SLOPES IV Opinion for the subject fish passage project through a Clean Water section 404 permit will insure that the project(s) will meet NMFS's requirements for design of stream-crossings. Therefore, NMFS has determined that the March 4, 2009 proposal does not change the conclusions within the June 23, 2005 Opinion on the Interstate 5, North Santiam Highway to Kuebler Boulevard Road Improvement Project, and therefore, that FHWA does not need to reinitiate consultation at this time.

Figure 1. Proposed Mad Creek culvert replacements (in blue) and the action area (in red—Mad Creek to its terminus at the North Santiam River).



If you have questions regarding this response, please contact Devin Simmons, Fisheries Biologist in the Willamette Basin Habitat Branch of the Oregon State Habitat Office, at 503.231.2313.

Sincerely,

[Redacted Signature]

Barry A. Thom
Acting Regional Administrator

cc: Frannie Brindle, ODOT
Ken Cannon, ODOT
Molly Cary, ODOT



Oregon

John A Kitzhaber MD., Governor

Department of Fish and Wildlife
South Willamette Watershed District Office
7118 NE Vandenberg Avenue
Corvallis, OR 97330
(541) 757-4186
FAX (541) 757-4252

Oregon Dept of Fish & Wildlife
Restoration and Enhancement
4034 Fairview Industrial Drive SE
Salem, OR 97302



To the Restoration and Enhancement Board:

I am writing this letter in support of the culvert replacement project on Little Rock Creek in the North Santiam River Watershed.

The North Santiam River provides angling opportunities for anadromous and resident salmon and steelhead. The reaches just below Big Cliff Dam down to Mill City are among the most popular for fishing in the river. Steelhead and salmon anglers stay on the mainstem North Santiam while trout anglers may ply the waters of Mad Creek Sub-basin. This project would benefit recreational fisheries for Chinook salmon, steelhead and trout by increasing the amount of needed bedload materials and large wood habitat into the Middle Reaches of the North Santiam. It will also open up additional spawning and rearing habitat available in the Little Rock Creek sub-basin for winter steelhead and residential trout. With the upper reaches of the Little Rock Creek tributary flowing through BLM and Oregon Department of Forestry land this project has the potential to provide additional trout fishing access opportunities with the reconnection of Little Rock Creek to Mad Creek and the mainstem North Santiam system.

Please contact me if you have any questions.

Sincerely,

Karen M Hans

Karen Hans
STEP Biologist
541 757 5251



United States Department of the Interior
BUREAU OF LAND MANAGEMENT

Salem District Office
1717 Fabry Road S.E.
Salem, Oregon 97306



In Reply Refer To:
1790 (ORS040)
RE: Little Rock Creek Project

Oregon Watershed Enhancement Board
775 Summer St. NE, Suite 360
Salem, OR 97301-1290

Re: Support for North Santiam Watershed Council's "Little Rock Creek Stream Crossing Improvement Project" Proposal

Dear Members of the Oregon Watershed Enhancement Board:

The Bureau of Land Management (BLM) strongly supports the North Santiam Watershed Council's "Little Rock Creek Stream Crossing Improvement Project" Proposal. This project will restore winter steelhead and spring Chinook salmon access to more than 1 mile of habitat in Little Rock Creek, of which about 0.6 mile is located on lands managed by the Salem BLM. This project is particularly valuable because of the lack of tributary habitat in the North Santiam River downstream of Detroit and Big Cliff dams. The replacement of the almost four foot perched culvert with a bridge will also provide passage for lamprey and resident cutthroat trout.

BLM will provide \$5,000 of in-kind support to the project in the form of technical reviews and stream inventories.

We look forward to working with the North Santiam Watershed Council, Linn County Roads Department, and with the surrounding landowners on this restoration project. Please feel free to contact me if you have any questions.

Thank you for your consideration.

Sincerely,



John Huston
Field Manager, Cascades Resource Area

FTR Frank Timber Resources, Inc.

April 2, 2014

Oregon Watershed Enhancement Board
775 Summer Street NE, Suite 360
Salem, OR 97301-1290

Re: Support for North Santiam Watershed Council
"Little Rock Creek Stream Crossing Improvement Project" Proposal

Dear Members of the Oregon Watershed Enhancement Board:

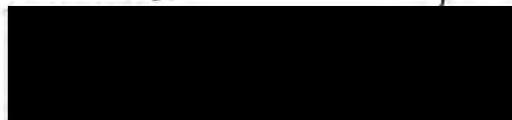
Frank Timber Resources is in full support of the North Santiam Watershed Council's "Little Rock Creek Stream Crossing Improvement Project" Proposal. The project is located in the NW ¼ of the SW ¼ of Section 36, T.9S., R.3E. The proposed project on Little Rock Creek will open up a mile of prime spawning and rearing fish habitat for the federally listed threatened Upper Willamette Chinook salmon and steelhead. The replacement of the almost four foot perched culvert with a bridge will also open up high quality habitat for residential trout and lamprey.

Frank Timber Resources, Inc., landowner of the project site, owns a rock pit just outside of Idanha and is willing to contribute large rock and rip rap material for bridge stream bank stabilization. We are currently working with Chuck Knoll with the Linn County Roads Department on the size and quantity needed.

We look forward to working with the North Santiam Watershed Council, Linn County Roads Department and with the three surrounding landowners on this restoration project. Please feel free to contact me if you have any questions.

Thank you for your consideration.

Sincerely,



Vincent J. Brand
Timber Manager

VJB/ln

April 21, 2014

To: Oregon Watershed Enhancement Board
775 Summer St. NE, Suite 360
Salem, OR 97301-1290

Fr: Todd & Nicole Miller
39830 Mad Creek Rd.
Gates, OR 97346

Re: Support for North Santiam Watershed Council “Little Rock Creek Stream Crossing Improvement Project” Proposal

Dear Members of the Oregon Watershed Enhancement Board,

This letter is to inform you that Gates, Ore. residents Todd and Nicole Miller are in full support of the North Santiam Watershed Council’s “Little Rock Creek Stream Crossing Improvement Project” Proposal. We will be one of the few neighbors who will be impacted by this project, as the short-term construction would completely block traffic to our home; yet the long-term proposed bridge would improve the local ecosystem. Regardless of the construction inconvenience, we understand the need for this improvement and wholly support this project for the health benefit to the fish habitat.

We agree that this is an essential project to restore tributary habitat connectivity with the mainstem North Santiam. The Little Rock Creek project will open up a mile of prime spawning and rearing fish habitat for the federally listed threatened Upper Willamette Chinook salmon and steelhead. The removal of the almost four foot perched culvert with a bridge will also open up high quality habitat for residential trout and for both residential and anadromous lamprey.

We look forward to working collaboratively with the North Santiam Watershed Council, Linn County Roads Department and with the surrounding landowners on this restoration project. Please feel free to contact me if you have any questions.

Thank you for your consideration.

Sincerely,

Todd & Nicole Miller
503.897.3183
coco.todd@gmail.com

Internal Revenue Service

Department of the Treasury

Washington, DC 20224

Cascade Pacific RC&D, Inc.
155 SW Madison Street
Corvallis, Or. 97333

Person to Contact: Mr. Odoms\Kolbe

Telephone Number: 202-566-3951

Refer Reply to: E:EO:R:1-1

Date:

MAR 8 1989

Employer Identification Number:93-0722979
Key District:Los Angeles
Accounting Period Ending:June 30
Foundation Status Classification:509(a)(1)&170(b)(1)(A)(vi)

Dear Applicant:

Based on information supplied, and assuming your operations will be as stated in your application for recognition of exemption, we have determined you are exempt from federal income tax under section 501(c)(3) of the Internal Revenue Code.

We have further determined that you are not a private foundation within the meaning of Code section 509(a), because you are an organization described in the sections of the Code shown above.

If your sources of support, or your purposes, character, or methods of operation change, please let your key district know so that office can consider the effect of the change on your exempt status and foundation status. Also you should inform your key District Director of all changes in your name or address.

Unless you are an instrumentality or otherwise specifically excepted, beginning January 1, 1984, you must pay taxes under the Federal Insurance Contributions Act (social security taxes) for each employee who is paid \$100 or more in a calendar year. You are not required to pay tax under the Federal Unemployment Tax Act (FUTA). However, if you are a wholly-owned instrumentality of a state or political subdivision of a state, and social security coverage is desired for your employees, the coverage may be obtained only by an agreement between the State and the Secretary of Health and Human Services, entered into under section 218 of the Social Security Act, as amended. Generally, employees hired after March 31, 1986, are subject to the Medicare portion of the social security tax if they are in a group not covered by an agreement with the Secretary of Health and Human Services.

Any questions that you may have as to whether you are an instrumentality of a state or a political subdivision thereof should be addressed to the Internal Revenue Service, Associate Chief Counsel, CC:IND:D:C., P.O. Box 7604, Ben Franklin Station, Washington, D.C. 20044.

Cascade Pacific RC&D, Inc.

Unless you are an instrumentality you are required to file Form 990, Return of Organization Exempt From Income Tax, if your gross receipts each year are normally more than \$25,000. If your gross receipts are not normally more than \$25,000, we ask that you establish that you are not required to file Form 990 by completing Part I of that Form for your first tax year. For guidance in determining if your gross receipts are "normally" not more than the \$25,000 limit, see the instructions for the Form 990. Such returns are not required to be filed by organizations that are instrumentalities of a state or a political subdivision thereof, the income of which is excluded from gross income under Code section 115. If you believe your income is excluded from gross income pursuant to section 115, you should request an appropriate ruling from the Office of Chief Counsel, as indicated above. If a return is required, it must be filed by the 15th day of the fifth month after the end of your annual accounting period. There is a penalty of \$10 a day, up to a maximum of \$5,000, when a return is filed late unless you establish, as required by section 6652(d)(1), that the failure to file timely was due to reasonable cause.

You are not required to file federal income tax returns unless you are subject to the tax on unrelated business income under Code section 511. If you are subject to this tax, you must file an income tax return on Form 990-T, Exempt Organization Business Income Tax Return. In this letter, we are not determining whether any of your present or proposed activities are unrelated trade or business as defined in section 513.

Since you are not a private foundation, you are not subject to the excise taxes under Chapter 42 of the Code. However, you are not automatically exempt from other federal excise taxes. If you have questions about excise, employment, or other federal taxes contact your key District Director.

Donors may deduct contributions to you as provided in Code section 170. Bequests, legacies, devises, transfers, or gifts to you or for your use are deductible for federal estate and gift tax purposes if they meet the applicable provisions of sections 2055, 2106, and 2522.

Please show your employer identification number on all returns you file and in all correspondence with the Internal Revenue Service.

We are informing your key District Director of this ruling. Because this letter could help resolve any questions about your

Cascade Pacific RC&D, Inc.

exempt status and foundation status, you should keep it in your permanent records.

If you have any questions about this ruling, please contact the person whose name and telephone number are shown in the heading of this letter. For other matters, including questions concerning reporting requirements, please contact your key District Director.

Sincerely yours,

A solid black rectangular redaction box covering the signature area.

Conrad Rosenberg
Chief, Exempt Organizations
Rulings Branch 1