

**SECURE RURAL SCHOOLS AND COMMUNITY SELF-DETERMINATION ACT OF 2000
PUBLIC LAW 106-393**

**TITLE II PROJECT SUBMISSION FORM
SIUSLAW RESOURCE ADVISORY COMMITTEE**

1. Project Number (Assigned by federal unit): 1106-SI-02-LI-014

2. Project Name: LI Rd.17 Reconstruction	3. County: Lincoln
4. Project Sponsor: George Buckingham, District Ranger, Hebo R.D., Siuslaw N.F.	5. Date: 14 June 2001 REVISED: January 18,2002
6. Sponsor's Phone Number: (503) 392-3161	
7. Sponsors E-mail: gbuckingham@fs.fed.us	

8. Project Location (attach project area map) The road begins East of Hwy 101, 1.5 miles South of Lincoln City and runs East to the Drift Creek Trail Head (7.2 miles) and then runs North to Hwy 18, approximately 0.6 miles East of the Town of Rose Lodge (8.5 miles). This project focuses on correcting the items determined as critical deferred maintenance in the Forest inventory done in 1999 on the section of road between Hwy 101 and the Drift Creek Trail Head. This is the section most traveled by low clearance vehicles.	
a. 4 th Field Watershed Name and HUC #(if known):	
b. 5 th Field Watershed Name and HUC #(if known): Schooner/Drift #1710020408	
c. Legal Location: Township <u>7S</u> Range <u>10W</u> Section(s) <u>14,23,24,25,26,27,28,29,31,32</u> Township <u>7S</u> Range <u>11W</u> Section(s) <u>36</u> Township _____ Range _____ Section(s) _____ Township _____ Range _____ Section(s) _____ Township _____ Range _____ Section(s) _____ Township _____ Range _____ Section(s) _____ Township _____ Range _____ Section(s) _____ Township _____ Range _____ Section(s) _____	
d. BLM District	e. BLM Resource Area
f. National Forest Siuslaw	g. Forest Service District Hebo
h. State / Private / Other lands involved? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	

9. Statement of Project Goals and Objectives:
This project focuses on correcting the items determined as critical deferred maintenance in the Forest inventory from 1999. Road 1700 was constructed in phases from the middle of the 1950's to the early 1980's and converted to pavement in the late 1970's. Due to the age of this road, serious safety concerns are beginning to appear. The majority of the culverts are at or beyond their expected lifespan. Severe winter storms occurring the last several years have caused a very large number of small slides, road slumps, fill failures, and settlements. The fill failures have caused safety concerns by narrowing the roadbed, and the slumps and settlements have created sharp edges and drop-offs in the pavement. This road has been identified as the road with the highest amount of deferred maintenance needed on the Forest. Most of the road is located within the Drift Creek Key Watershed. Coho and Steelhead populations are severely depressed within this key watershed. Drift Creek has been listed as a "Source Area" for Steelhead by the ODFW. Replacement of the badly deteriorated culverts would reduce turbidity. This would also reduce potential sedimentation due to fill failures

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caused by blocked or under functioning drainage culverts. Maintenance is identified as critical on this road, because of the rapidly increasing public use of this road; the District has identified this area to “Enhance Recreation, Scenic and Educational opportunities.” The land base has been identified as an “Adaptive Management Area.” One of the goals of the Adaptive Management Area is to learn ways to manage sustainable forests and educate the public. This road will play a crucial part in the district’s plans to carry this out.

9a. Project Cost: \$238,700

10. Project Description: (Provide concise description of project and attach map.)

Road 1700 is a paved single lane road. It is the access for the Drift Creek Falls Trail, the Drift Creek Mennonite Camp, and large private land holdings. The road accesses approximately 20% of the total land base of the Hebo Ranger District. It has high recreational use including sight seeing, hiking, and fishing. It is also used for timber sale access, both Forest Service and private. This project would include repair of road slumps, fill failures, settlements, culvert replacements, asphalt patching of these repairs, signing and road striping for 15.7 miles of road between Hwy 101 and Hwy 18. Project would be completed in phases: Year 2002 – Mp 14.6 to Mp 15.7, which is the section of Lincoln County Road 17, (Jct. with CR108) that leads into the Forest Service Road 17. Year 2003 – Mp 14.6 to Mp 13.6. Year 2004 – Mp 13.6 to Mp 12.6. Year 2005 –Mp 12.6 to 6.6 Year 2006-Mp6.6-Mp 0.00. Segments proposed for completion are pending funding. Funding for the first 5 miles of road from MP 15.7 through 10.7 are estimated at a higher per mile rate than from Mp 10.7-Mp 0.00. The section of road from Mp 15.7 through 10.7 has more fill failure and drainage relief frequency than from MP 10.7-0.00.

11. Coordination of this project with other related project(s) on adjacent lands?

Yes No **If yes, then describe**

12. How does proposed project meet purposes of the Legislation? [Sec. 203(b)(1)]

Improves maintenance of existing infrastructure. [Sec. 2(b)]

Implements stewardship objectives that enhance forest ecosystems. [Sec. 2(b)]

Restores and improves land health. [Sec. 2(b)]

Restores water quality. [Sec. 2(b)]