

PROJECT REVIEW SHEET - EZ1

HISTORIC & CULTURAL RESOURCES REVIEW

Property / Client Name: QIN F-15 Road Impounded Pond Enhancement Project, 11-1395
Worksite Name/Number: F-15 Road Impounded Pond (Worksite 1 of 1)
Funding Agency: Rec. and Conserv. Office

Project Applicant Quinault Indian Nation
Contact Person Nicole Rasmussen
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Funding Agency:

Organization Rec. and Conserv. Office
Address PO Box 40917
City, State, Zip Olympia, WA 98504-0917
Phone 360-902-3000
Contact Kat Moore, Email: kathryn.moore@rco.wa.gov

PLEASE DESCRIBE THE TYPE OF WORK TO BE COMPLETED

(Be as detailed as possible to avoid having to provide additional information)
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Provide a detailed description of the proposed project:

This proposal is for Phase II of F-15 Road Impounded Pond Enhancement to decommission the road and restore fish passage to a pond to allow connectivity to the Quinault River in Grays Harbor County. The design for this project was funded in 2010 (#10-1744).

The F-15 roadbed and a 36" culvert was installed through a wetland in the floodplain of the Quinault River. The undersized, plugged culvert contains a beaver dam and the road prism is blocking fish passage. Upstream of the culvert is a 2.2 acre wetland with suitable Coho rearing habitat. Downstream is a 7 acre wetland that forms a channel and flows into the Lower Quinault River. By reestablishing fish passage, the wetland could be utilized for rearing habitat. This would include designing a project that would remove part of the road prism and creating a natural channel with minimal disturbance to the water level of the wetland.

Based on the presence of coho, high species diversity, and complexity of the ecosystem, the Quinault River has been designated as one of the highest priorities in the WRIA 21 Strategy. Also, the floodplains of the Lower Quinault River contain a vast amount of Coho rearing habitat. The WRIA 21 Strategy Table 3 states the recovery action for the Quinault River Coho, Page 11 as "Habitat Connectivity and Off-Channel Rearing Habitat".

Describe existing project site conditions.

The F-15 spur road was built about 10 years ago logging access, and was decommissioned all the way except this culvert project site. The road currently used for hunting access and forest management, but no longer will be used by traffic.

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Describe any proposed ground disturbing activities. That is, will a tool(s) be used to move earth (soil, rock, gra

An excavator will be used for a majority of the construction and dump trucks will be used to relocate the gravel to a disposal site.

Will buildings be altered or demolished? If so please complete a DAHP Determination of Eligibility EZ2 form for each building affected by the proposed project and attach the form to your project in PRISM. <http://www.dahp.wa.gov/pages/Documents/Sites.htm>

No buildings are involved with this project.

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If no PRISM map, please attach a copy of the relevant portion of a 7.5 series USGS quad map and outline the project impact area.
(USGS Quad maps are available on-line at <http://www.topozone.com>)

Worksite Location (identified with star):

Address: From Hwy 101 turn onto Moclips Hwy (BIA Road 26). Travel west on Moclips Hwy 4 miles and turn right on the F-15 road. Drive north on the F-15 road for 3.8 miles. Take a right at the Y- onto the overgrown road. The barrier is located 280' down the spur road.

Township: 22N
Range: 11W
Section: 24

City:
County: Grays Harbor
Latitude: 47.39
Longitude: -124.02

