National Park Service **North Cascades National Park**
U.S. Department of the Interior

Categorical Exclusion Documentation Form (CE Form) and Decision Record

Project: Reconstruct portion of Company Creek Road WA2026-NPS-1 (Emergency temporary flood repair project)

PEPC Project Number: 138319

BACKGROUND:

On December 11, 2025, the Stehekin River experienced the second largest flood of record. This flood shifted the Stehekin River channel alignment and eroded approximately 1000 feet of Company Creek Road (route 100B), an adjacent 400 ft levee, and eliminated the utility of the existing federal fee ownership in between private property. The site at road milepost 2.1 received the most significant damage and impacts severed vehicle access to approximately 35 residents (both year-round and seasonal) beyond the damaged areas. The multiple branches of floodwaters which diverged from the main river channel caused damage in multiple areas within a mile of the initial erosion site. Out of the 35 affected residents, flooding also impacts private property owners who lose vehicle access when Battalion Creek inundates Company Creek Road at road milepost 1 due to the loss of the levee. This had the potential to occur when Stehekin River discharge measured at the USGS gaging station exceeded 3,000 cubic feet per second (cfs), approximately 30-60 days per year before the construction of the emergency road (PEPC 135298).

The 2012 Stehekin River Corridor Implementation Plan (SRCIP) notes that a significant proportion of human activity in the Stehekin Valley has occurred in the floodplain. “Because development is generally limited to the relatively flat floor of the valley, much of it has occurred within the Stehekin River floodplain. Yet, this floodplain comprises only two percent of the watershed. Approximately half of the private land within the Stehekin Valley lies within the channel migration zone (CMZ), the area within which the Stehekin River has historically migrated over the past 1,000 years. Numerous private homes and some administrative facilities are located within the 100-year floodplain, which is within the channel migration zone.” The Company Creek Road and levee were constructed by local landowners and NPS crews in 1971 adjacent to the Stehekin River. It extended from about 200 feet above the damage site to the end of the damaged site. The SRCIP notes that “In the spring and fall the Company Creek Road is often subject to flooding, particularly in its upper and lower portion, near the NPS maintenance area and Mileposts 2.1 - 2.2. Other portions of the road have received floodwaters in the last several major floods, with portions of the road being damaged or lost and rebuilt in place.” Thus,

this area is subject to frequent flooding with water engaging the floodplain and erosion that results in rebuilding and repairing the road, and this represents the long-term baseline condition of the area. The SCRIP evaluated the effects of maintaining Company Creek Road, impacts to the channel migration zone from maintaining the current alignment, as well as the erosion protection structures that have proliferated on the lower Stehekin River in the past since the early 1980's in response to flooding and river channel changes. The SRCIP details erosion control actions taken up until 2013 on p. 307 of the EIS.

As part of the selected action in the SRCIP Record of Decision (2013), the "Company Creek Road would be maintained in its current alignment and condition", and NPS would "maintain and repair as necessary the array of erosion protection measures along the upper Company Creek Road." The existing levee would be retained to allow the Company Creek Road to remain in its current location. The plan noted that catastrophic river avulsion (major channel shift) could occur, in which case road reroutes could be considered, however, the SCRIP noted that its purpose was to implement the park's 1995 Lake Chelan General Management Plan, which considered but dismissed rerouting the Company Creek Road, noting that NPS actions in the past 15 years have increased bank stabilization along the road. The plan also noted that if future flooding were to preclude motor vehicle access to private land from the public road system, the NPS would evaluate the potential for providing alternative motor vehicle access across public land on a case-by-case basis. The NPS intends to do this in a long-term planning effort once this immediate emergency is addressed.

In early 2026, the park completed environmental compliance, including a categorical exclusion (CE) under the National Environmental Policy Act (NEPA), for emergency temporary road construction following the December 2025 flooding. The scope of construction included emergency repairs and reconstruction / realignment of the damaged portions of Company Creek Road due to the migration of the Stehekin River. The goal of the construction work was to restore access to vehicular traffic to the extent that it could be feasibly constructed before the spring river runoff increased flows above the flood stage. Construction of the road began April 1, 2026. As of mid-June 2026, NPS (via the U.S. Army Corps of Engineers) installed or repaired 1,500 linear feet of temporary road to serve as emergency/interim access, using 12,500 tons of rock. Access has been extended as deep as possible across public land, but several properties remain without access. Supersack water diversion barriers were installed during construction in order to continue work through the spring high flows. The highest flows experienced in spring 2026 was 6,200 cfs.

In the spring of 2026 the NPS provided funding to the U.S. Army Corps of Engineers (USACE) Omaha District Rapid Response Team to survey and construct a road segment connecting the remaining portion of Company Creek Road to the NPS boundary to enable access to the private property. NPS does not fund any construction on private property. USACE conducted field scoping, and road realignment construction work through the forest south of the original alignment. The original project area was approximately one mile of Company Creek Road

(Route 100B), from approximately one mile north of its intersection with Stehekin River Road at the Battalion Creek crossing to its terminus. The reconstruction was anticipated to include approximately 750 linear feet (lf) of new alignment to be constructed on ground recently inundated by flooding, but otherwise previously undisturbed. The remaining 750 feet of roadwork included raising the elevation of the remaining road and replacing the driving surface aggregate where damaged. The project also identified various staging areas for storing rock and gravel. The temporary road was initally intended to last at least through the 2027 spring runoff season, reduce avulsion risk, and minimize negative effects on the downstream Battalion Creek culverts until a permanent road intended to withstand reasonably-expected future river elevations can be designed and built. Currently, the temporary road is expected to be in service through 2028 or early 2029, when a more permanent solution will be completed.

The majority of the work in the previous CE has been completed, with construction proceeding to the edge of a parcel of private property. Once the road was built to the private property boundary, the landowner declined to allow road access through his property, requiring NPS to evaluate moving this section of road to its previous location within what is now part of the river. Re-establishing the road in this area would require approximately 300 to 350 linear feet of in-river construction, and temporary rechanneling of the river to the north. Subsequently, in August 2026, the park and region were tasked with rebuilding this portion of temporary road in cooperation with Chelan County, on public land within the river corridor, in the area where the original roadway existed.

Because the original proposed action has changed, which was not reasonably foreseeable at that time, NPS is developing additional environmental compliance, including a revised CE, to address the impacts of constructing approximately 300 to 350 linear feet of road within the existing river channel, dewatering the river in this area, rechanneling of the river to the north, and reworking the west end of the newly constructed temporary road to connect with the proposed in-river road segment. The stacks of Supersacks which were installed as an interim water diversion barrier during construction may be replaced with a temporary, but more durable, water barrier diversion system such as HESCO barriers. Because the Supersacks have remained on site beyond their expected useful life, some will break apart during removal leaving their fill material behind which will either disperse over time or be moved to position the newer barrier system. By design, HESCO barrier contents will disperse on site when the barriers are removed, once a permanent road has been constructed, although, some of the material may be collected and removed back to NPS stockpiles. At this time, the NPS understands that the HESCO barriers will be filled with debris from the December 2025 landslide in Stehekin, although it may be filled with material imported from outside the park that meets the park's week-free standards. Evaluation and design of a long-term solution for the road will be established in an upcoming long-term planning effort initiated by the park. This planning effort may include consideration of more permanent flood control measures. Consequently, the proposed action in this project is temporary in nature pending the results and implementation of the long-term planning effort

expected to be completed in 2027, with final construction complete by the end of 2028 or early 2029.

The work needed to finalize the temporary road is part of the original emergency response to the December 11, 2025, atmospheric river and flood event. The original work was supported by an emergency declaration issued by the Governor of Washington State on December 10, 2025, but remains unfinished as there is still a gap in the connection to the stranded end of Company Creek Road. Although the spring flood season has passed, the emergency conditions persist since the roadway has yet to be reconnected, hindering access and emergency egress. Furthermore, this work is also part of a new emergency response to address potential fall flooding. The largest flood event on record in Stehekin happened October 20, 2003. Exacerbating this risk of high flows is the fact that the riverbed is now much higher than before the flood. The December 2025 flood carried large volumes of cobble and other sediments which have deposited (aggraded) adjacent to the washout, meaning that even lower volumes create flood conditions that overtop the river banks, threatening property and access.

To quantify those effects, on November 4, 2023, there was moderately high flooding at 4,500 cubic feet per second (cfs) and again in December 5, 2023, at 6,300 cfs, and now a flow greater than 3,000 cfs is likely to cause flooding of the Company Creek neighborhood area. The SRCIP notes that spring floods may last for weeks, but that fall and early winter floods are larger than spring floods. Data collected from the USGS Stehekin River gauge corroborates this pattern with short very high flood events in the fall and moderate events lasting weeks in the spring. The record flood event of October 20, 2003, reached 26,000 cfs. There is urgency to continue using rapid construction strategies to restore emergency roadway connectivity since continued road repairs require a long lead time to barge construction materials and equipment up the 55-mile long Lake Chelan to Stehekin, a remote, isolated community and area. Remaining damage to the park road continues to sever access to property owners. It does not function as a levee along the river channel, and the higher riverbed means that a lower high-water level will cause flooding in the Company Creek neighborhood. Instead of the 10,000 – 15,000 cfs events traditionally experienced in the Fall, high water levels within 3,000 - 6,000 cfs will increase flooding risk and potential impacts to safety, life, and property.

PROJECT DESCRIPTION:

Using available background information including GIS resource mapping and hydrologic studies, LiDAR topographic information, previous flood data, streamgage information, environmental engineering recommendations, and information gathered at the site, the project will be performed with the least possible impact to natural and cultural resources, with Chelan County responsible for constructing all in-river work. Construction is anticipated to begin in early-to-mid September 2026, with the goal of completing construction before fall flooding (e.g. early October). NOCA resource management staff will be onsite to ensure the implementation according to the SUP, be response to any potential cultural resource discoveries, and recording of

conservation measures, mitigations, and certain natural resources metrics (detailed later in this text).

The scope of the revised project includes the following:

- Construction of approximately 700 feet of streamwise revetment that extends up to 85 feet into the channel to support approximately 300 to 350 feet of road within the existing river channel which would reestablish a section of the road in its previous location. Installation of impermeable temporary shoring or a water diversion barrier would be required to de-water the construction area and shift the river channel to the northern side of the river migration zone. Since Company Creek Road is an unpaved, dead-end, low volume local road, it would be reconstructed to the minimum necessary standards to convey traffic and reduce impacts of future flood events to the road. Construction will include importation and placement of rock and aggregates from riprap to crushed surface aggregates, clearing of trees and vegetation, and grading to establish a road prism. The road would be constructed at a height of up to a 10-yr flood event criteria with a 14-foot road top width and 1:1.5 side slopes. Sections of the road prism may be as wide as 60 feet in total at the base of the road prism due to the depth of the river channel. Equipment used would include excavators, loaders, articulating haul trucks, and for sheet-pile installation, a vibratory hammer, and either a crane or excavator mounted.
- Construction of a road extension outside of the existing river channel, approximately 150 feet, from the currently-constructed temporary road to the portion of the road within the existing river channel on the east side, and an approximately 50-to 100-foot road extension outside of the existing river channel to the existing road on the west side. There would be approximately 700 feet of overall disturbance from the in-river work and extension roads.
- Potential removal and replacement of Supersacks, which were installed as a short-term water diversion barrier during the previous temporary road construction, with a temporary, but more durable, water barrier diversion system such as HESCO barriers for erosion control and road protection. Installing the HESCO barriers or other erosion control measures would require removing approximately 10 additional trees, clearing of accumulated woody debris down to a soil substrate, and constructing a flat base platform approximately 30 – 40 feet wide and 2 feet deep of compacted crushed rock and rip-rap for the full length of the HESCO system, approximately 800 feet. The temporary barrier would line the north side of the newly constructed road, creating a continuous flood protection layer extending the length of the NPS road construction project and extending a short distance to the east. More permanent flood control measures may be considered in the long-term planning effort.

- Possible removal of the upper layers of approximately 200 feet of temporary road built to the edge of one private property. The driving surface of this road will no longer be necessary given that the temporary road will be routed around, but still adjacent to this private property parcel. The deeper riprap and revetment layers will remain in place as erosion and undermining protection.

Staging areas were selected and utilized in previously disturbed areas and would not change for the revised portions of the project. Staging areas will be used for vehicles, equipment, and rock stockpiles.

MAPS

See Appendix A (below)

CE CITATION:

DOI NEPA Handbook, Appendix 2, 16.1, G(7):

Construction and realignment of up to 2 miles of NFS [park] roads and associated parking areas. Examples include but are not limited to:

1. Constructing an NFS [park] road to improve access to a trailhead or parking area;
2. Rerouting an NFS [park] road to minimize resource impacts; and
3. Improving or upgrading the surface of an NFS [park] road to expand its capacity.

Alternatively, this action would also fit DOI NEPA Handbook, Appendix 2, 11.9, I(1):

(1) Planned actions in response to wildfires, floods, weather events, earthquakes, or landslips that threaten public health or safety, property, and/or natural and cultural resources, and that are necessary to repair or improve lands unlikely to recover to a management-approved condition as a result of the event. Such activities shall be limited to: repair and installation of essential erosion control structures; replacement or repair of existing culverts, roads, trails, fences, and minor facilities; construction of protection fences; planting, seeding, and mulching; and removal of hazard trees, rocks, soil, and other mobile debris from, on, or along roads, trails, campgrounds, and watercourses. These activities: (a) Shall be completed within one year following the event;

(b) Shall not include the use of herbicides or pesticides;

(c) Shall not include the construction of new roads or other new permanent infrastructure;

(d) Shall not exceed 4,200 acres; and

(e) May include temporary roads which are defined as roads authorized by contract, permit, lease, other written authorization, or emergency operation not intended to be part of the BLM transportation system and not necessary for long-term resource management. Temporary roads shall be designed to standards appropriate for the intended uses, considering safety, cost of transportation, and impacts on land and resources; and

(f) Shall require the treatment of temporary roads constructed or used so as to permit the reestablishment by artificial or natural means, or vegetative cover on the roadway and areas where the vegetative cover was disturbed by the construction or use of the road, as necessary to minimize erosion from the disturbed area. Such treatment shall be designed to reestablish vegetative cover as soon as practicable, but at least within 10 years after the termination of the contract.

CE JUSTIFICATION:

The project fits within the category of actions covered by CE 16.1, G(7) because the action is to reconstruct a minor portion of an existing park road, and the entirety of the realignment (including from the first temporary repair) does not exceed two miles. This project realigns and reconstructs the road segment that was washed out due to flooding in December 2025. The overall affected road is less than one mile long and the realigned segment, including previously constructed portions, is approximately 1,000 linear feet long. Of that, approximately 300 to 350 feet of in-river road work and approximately 100 to 150 feet of dry land road extensions remains to be constructed. Since this temporary road action reconstructs the access road, but does not reconstruct the former adjacent levee, temporary installation of HESCO water diversion barriers will be a necessary component of the road construction for flood protection until the permanent road is completed. The road segment must be re-constructed to allow access to residents on inholding parcels access to their homes and egress from the area, including emergency egress, as well as to provide flood and erosion protection for homes, other properties and road segments, and NPS resources.

Alternatively, this project also fits within the category of actions covered by CE 11.9, I(1) because the action is in response to a flood that threatens public health, or safety, property, and/or natural resources, as described above. The project action is also limited to the replacement or repair of existing roads (including stabilization measures and flood protection for the road), culverts, and minor facilities, construction of protection fences, and removal of hazard trees, rocks, soil and other mobile debris. No new roads or other new permanent infrastructure are being constructed, rather, the work is focused on repairs and replacement of an existing road and associated stabilization and flood protection measures. The project work does not exceed 4,200 acres, and the replacement of the existing road is temporary in nature, as the park has started a long-term planning effort for a permanent road. The road construction is authorized by a special use permit, and emergency operation, and is not intended to be part of the NPS transportation system and is not necessary for long-term resource management given its temporary nature. The

temporary road is also designed to minimize erosion from the disturbed area, through the establishment of HESCO barriers and other erosion control measures. The long-term planning effort will address future road removal and restoration, and is expected to be implemented within the next two to three years.

COMPLIANCE WITH APPLICABLE LAWS AND POLICIES:

National Environmental Policy Act: The NPS completed environmental compliance for the initial temporary emergency road project on March 27, 2026 (PEPC 135298), including application of a CE. Due to a project change, as described above, NPS re-issued a CE with a change in scope on August 28, 2026**,** which concluded that the County's proposal fits within the CE found at 516 Departmental Manual 1, DOI NEPA Handbook, Appendix 2, 16.1(G)(7), or alternatively, CE 11.9, I(i), and that no extraordinary circumstances apply, including the previous work that was completed.

Section 106 of the National Historic Preservation Act: The NPS completed an Assessment of Actions Having an Effect on Historic Properties (Assessment) on March 27, 2026, for the initial temporary emergency road project concluding that an assessment of effect determination could not be made at the time for the emergency undertaking. The NPS notified the Advisory Council and Historic Preservation, the Washington State Historic Preservation Officer (SHPO), and the Confederated Tribes of the Colville Reservation, the Sauk-Suiattle Indian Tribe, and Confederated Tribes and Bands of the Yakama Nation of the emergency. The SHPO concurred with the undertaking's area of potential effects and commitment to archeological monitoring. The Confederated Tribes of the Colville Reservation responded having reviewed the inadvertent discovery plan and expressed interest in reviewing any monitoring reports. Monitoring during the project did not identify any historic properties; there was no effect to historic properties from the initial road project.

The NPS determined that the County's road and the HESCO barrier installation address imminent threats to life and property from the upcoming fall flood season, and completed an Assessment under emergency review provisions on August 28, 2026. This assessment concluded that the County's undertaking would have no historic properties affected as there are no known historic properties eligible for listing on the National Register in the project area. Furthermore, the project area has a low potential for in situ historic properties due to severe erosion and redeposition from the Winter 2025 floods. The Assessment is incorporated by reference in this decision memorandum. On August 25, 2026, the NPS notified SHPO and the Confederated Tribes of the Colville Reservation, the Sauk-Suiattle Indian Tribe, and Confederated Tribes and Bands of the Yakama Nation of the federal undertaking per the emergency provisions of the NPS's 2008 Nationwide Programmatic Agreement for Compliance with Section 106 of the National Historic Preservation Act (Stipulation VII. Emergency Actions) and invited any comments or questions regarding the emergency undertaking.

Endangered Species Act: The NPS had a call with USFWS on 3/11/2026 for emergency consultation on the initial project, which resulted in USFWS recommendations and mitigation measures. For this revised project, no listed species are present in the river itself, and there will be a small loss of habitat for the Northern spotted owl due to cutting approximately ten trees for installation of the HESCO barriers, however this will occur outside of sensitive nesting periods. Because effects are limited to temporary construction disturbances (noise, equipment presence, localized dust), and because no listed species are found in the action area, or, if found, are outside of sensitive nesting periods, the action is not anticipated to adversely affect listed/proposed species or designated critical habitat, and significant impacts are not expected. NPS has initiated consultation with USFWS for their concurrence that the project "may affect, but is not likely to adversely affect" Northern spotted owl or designated critical habitat. NPS will take no action with potential effects until it receives USFWS concurrence.

Wild and Scenic Rivers Act: Per the NPS Director's Decision Memorandum signed 8/24/26, given the nature of the proposed work, building within the river channel, there is some possibility of adversely affecting values that qualify the river for inclusion as a Wild and Scenic River. To achieve the expedited timeline of this project, the NPS Director has waived Management Policies 4.3.4 (relating to the Wild and Scenic Rivers Act), only to the extent necessary to complete emergency repairs to Company Creek Road.

NPS Director's Orders 77-1 and 2: Per the NPS Director's Decision Memorandum signed 8/24/26, in order to reconstruct a temporary access road within the floodway, with completion prior to typical seasonal fall flood conditions and associated hazards that potentially expose the NPS to elevated liability should flood-related damage occur, a waiver of Director's Order 77-2 was approved. Per Director's Order 77-1 and its associated procedural manual, the County's action does not require a wetlands statement of finding (or waiver) prior to implementing the emergency action, but a statement of finding and compensation for direct and indirect impacts will be developed after the emergency response has concluded. WRD performed a preliminary wetland desktop analysis based on available data and information provided by the County as of August 20, 2026. See wetlands post-implementation assessment recommendation in mitigations.

ENVIRONMENTAL EFFECTS:

The park's Chief of Resource Management and Pacific West Regional and Washington Office staff have reviewed the project area to assess impacts.

Cultural Resources

Construction activities, including grading, excavation, placement of imported fill, installation of temporary water diversion barriers, and road construction, have the potential to disturb buried archaeological deposits if present within the project area. Ground-disturbing activities would occur within portions of the Stehekin River corridor with likely previous disturbance, including the active river channel, recently scoured floodplain surfaces, and existing roadway alignments.

No recorded archaeological sites occur within the project area. Previous cultural resource investigations have identified the landforms with the highest potential to contain intact archaeological deposits several hundred feet south of Company Creek Road, outside the project footprint. The portions of the project where road construction would occur are located within the active river channel or along recently flooded banks that have experienced substantial scouring, erosion, and deposition during recent flood events. These geomorphic processes have reduced the likelihood that intact, in situ archaeological deposits remain within the construction area. In addition, archaeological monitoring conducted during construction of the emergency road in the spring did not identify any historic properties.

Although no historic properties or archaeological resources are known within the project area, an archaeological monitor would be present during ground-disturbing activities to identify any previously undiscovered cultural materials. If cultural resources are encountered, work in the vicinity of the discovery would cease immediately, and the discovery would be evaluated in accordance with the project's Inadvertent Discovery Plan and applicable federal regulations. Construction would not resume in the affected area until the resource has been documented, evaluated, and appropriate treatment measures have been implemented as necessary.

If the discovery is determined to be significant, work will remain suspended in the affected area until compliance with the National Historic Preservation Act and other applicable requirements are completed. However, if emergency circumstances exist and the Superintendent determines that suspending construction would create an imminent threat to life or property, emergency archaeological documentation would occur for no more than 4 hours before construction proceeds to address the immediate emergency.

Because no known cultural resources occur within the project area, the construction footprint is located primarily within recently disturbed and actively scoured river deposits with low archaeological sensitivity, archaeological monitoring would occur during construction, and an Inadvertent Discovery Plan would be implemented, the proposed action is expected to have no effect on known historic properties and a low potential to affect previously unidentified archaeological resources. If previously unknown resources are discovered, impacts would be minimized through implementation of the monitoring and inadvertent discovery procedures.

Wildlife and Special Status Species

Construction activities would temporarily displace wildlife from the project area due to noise, vibration, equipment operation, and increased human activity. Species most likely to be temporarily affected include songbirds, owls, raptors, small mammals, deer, black bear, amphibians, and reptiles commonly associated with riparian habitats. Clearing of woody debris may temporarily reduce cover used by amphibians, reptiles, and small mammals. Bull trout (*Salvelinus confluentus*) are believed to be extirpated from the Stehekin River and would not be affected. Removal of approximately ten trees could disturb nesting owls if present and if conducted during the breeding or nesting season, however, this project will occur in the fall,

outside of that season. Pre-construction surveys were conducted to determine whether any Northern spotted owls (*Strix occidentalis caurina*) were in the area during the previous construction. No owls reside in the trees that would be cut for HESCO barrier access. Small-scale vegetation clearing could occur as part of the in-river work, but no trees 18 dbh or above would be cut.

As part of the previous compliance for the original temporary road, the NPS had a call with USFWS on 3/11/2026 for emergency consultation on the project and sent a follow up email on the same day with a brief project description. If work was to be done during nesting season, the park Biologist would conduct a hoot survey for NSO to determine whether any nesting pairs or nests are in the project area. If a tree with a nest or nesting pair were found, all efforts would be made to avoid destroying the tree.

For the current project, NPS has consulted with USFWS for concurrence with a finding of "may affect, not likely to adversely affect", because the action will take place outside of sensitive nesting and breeding periods. NPS will take no actions affecting the Northern spotted owl or designated critical habitat until the park has received USFWS concurrence.

Gray wolf (*Canis lupus*) pack areas are being avoided with the selected alignment. Additionally, the wolves typically avoid roads. The project timing is outside of the Canada lynx (*Lynx canadensis*) sensitive denning period; the location is outside of its critical habitat; and the lynx also practice avoidance of roads. The North American wolverine (*Gulo gulo luscus*) is only present in the lower Stehekin Valley and avoids roads. The elevation of the project area is below that inhabited by Mt. Rainier white-tailed ptarmigan (*Lagopus leucura rainierensis*). There are no yellow-billed cuckoo (*Coccyzus americanus*) or Suckley's cuckoo bumble bees (*Bombus suckleyi*) present at the park. There is no milkweed in the project area, and no monarch butterflies (*Danaus plexippus*) should be present. There should be no effect to these species.

The road alignment selected minimizes disturbance to vegetation, ground cover, canopy cover, soil compaction, and avoids, as much as possible, cutting or removal of trees within riparian areas in a manner that will significantly affect riparian terrestrial habitat function. The project will maintain large wood material and leave felled trees in the riparian areas to provide for future large instream wood to promote riparian function.

Construction traffic and equipment movement may temporarily reduce wildlife use of the immediate corridor until construction is completed.

Permanent removal of riparian vegetation would reduce habitat availability for species that rely on mature trees, shrubs, and river-edge vegetation for nesting, foraging, or cover. Loss of riparian canopy could slightly reduce habitat quality for insect populations that serve as food sources for birds and fish. Removal of woody debris would also reduce habitat complexity for small mammals, amphibians, and invertebrates.

The roadway itself is unlikely to create a substantial new barriers to movement of terrestrial wildlife because it replaces an existing road alignment; however, maintaining the road within the river corridor may impact portions of riparian habitat similar to the preexisting road prior to the 2025 flood event.

Future maintenance of the roadway and flood protection features could result in occasional disturbances to wildlife using adjacent habitats, similar to impacts from the preexisting road prior to the 2025 flood event.

Aquatic Habitat and Fish

The prosed project will directly impact approximately 1.64 acres of aquatic habitat during dewatering, construction, and demobilization activities. Dewatering is expected to last for up to three months and the area should recover within a year after flow is restored to the area. Heavy equipment operation will compact the substrate in this area. The impacts from compaction are uncertain but due to high bed mobility this area should begin to recover after the first bed mobilization event which will likely occur in two or three years. Approximately 1.05 acres of habitat will be filled with rip-rap and other materials this area is expected to remain impacted until the completion of the long-term project.

Potential impacts include: increased turbidity during excavation and fill placement; temporary displacement of fish from the construction area; underwater noise and vibration; disturbance of streambed substrates; and reduced habitat availability within isolated work areas. Proper isolation of the work area would substantially reduce direct impacts to fish during construction.

In order to dewater the work area, excavation of a diversion channel is planned across the northern end of the point bar opposite the road repair. Dimensions of the channel (width, depth, and slope) are unknown and planned to be field fit. As described in information provided by the project proponent this channel will be left in place after construction is complete. Because this channel will be constructed without design specifications that consider fishery resources and habitat the channel has the potential to form a stranding risk for aquatic species during cycles of wetting and drying as flows rise and recede. If designed properly this channel could provide a fishery benefit by increasing the amount of juvenile rearing habitat for salmonids. The duration of these impacts is unknown, but may resolve after a cobble mobilizing event.

Placement of roadway fill and associated bank stabilization would reduce the area available for natural channel migration and floodplain connectivity. These changes could reduce recruitment of large woody debris; simplify near-bank aquatic habitat; alter sediment transport processes; and reduce formation and function of side channels and off-channel habitats important for juvenile salmonids, amphibians, and other aquatic organisms. When completed, as compared to post-flood (but not pre-flood) conditions this project is expected to greatly reduce the flow in and nearly dewater at least one mile of highly complex and productive side-channel habitat that averaged approximately 30 feet in width when connected to the mainstem of the river. This

impact will impact fishery and aquatic resources that is expected to persist until the completion of the long-term project. However, because the project restores an existing roadway rather than constructing a new transportation corridor, these effects would primarily represent continued modification of aquatic habitat within the affected reach rather than expansion into previously undisturbed areas.

Vegetation

Construction would require clearing vegetation along approximately 200 feet of disturbance associated installation of the temporary HESCO barrier. Vegetation removal may include trees, shrubs, herbaceous vegetation, and accumulated woody debris within the construction footprint. Approximately 10 additional trees would be removed. All other trees at or beyond 18 dbh would not be removed.

Construction activities, including grading, excavation, equipment operation, and stockpiling of materials, would temporarily disturb adjacent vegetation through soil compaction, dust generation, and incidental damage near construction limits. Vegetation within staging areas would not be affected because staging would continue to occur in previously disturbed locations.

Permanent vegetation loss could occur for the road extensions, and portions of the HESCO base remain in place until longer-term flood protection measures are implemented. The road prism, which may be up to 60 feet wide at its base, might affect existing riparian vegetation on the road extensions, but not the in-river portion of the road.

Removal of riparian trees would reduce canopy cover and shade adjacent to the river, decrease future recruitment of large woody debris, and reduce bank stabilization provided by root systems. Early successional vegetation would likely recolonize disturbed areas outside the maintained roadway over time.

The reconstructed roadway may require periodic vegetation management to maintain roadway visibility and access, resulting in recurring removal of shrubs and young trees. Long-term maintenance activities could limit natural succession immediately adjacent to the roadway.

Wetlands

The project area was cross-referenced with the SRCIP/EIS, USDA soil drainage classification data, USDA Soil Survey mapping, National Wetlands Inventory (NWI) coverage, and ESRI hillshade products derived from USGS 3DEP LiDAR data. Based on this information, the Stehekin River and its associated floodplain appear to represent the aquatic resource with the greatest potential for permanent impact within the project area. The desktop analysis also cannot exclude the presence of additional wetlands or other aquatic resources within the area of potential effect that are not identifiable from the available mapping and remote-sensing data.

Based on available information there is approximately 1.05 acres of potential permanent impact to the Stehekin River and associated aquatic resources, while the SCRIP identified approximately

100 acres of wetlands in the floodplain behind the in-river portion of the project that will be indirectly affected. This acreage is a preliminary estimate and should not be considered a field-verified impact determination. If controlled flow to the floodplain is restored, as part of the long-term project, the impacts of this project to this area would be temporary.

The large portion of the potential wetlands is predominantly mapped as Sandalee-Kettling-Torment soils. These soils are classified as moderately well drained and occur in floodplain settings, with USDA soil survey information indicating an estimated 10-percent chance of ponding within the mapped soil unit. The available information therefore suggests that additional wetland areas, if present, may be concentrated within or immediately associated with the Stehekin River floodplain and riverine system – this assumption is supported by NWI data. Field verification will be necessary to determine the presence, extent, and functional characteristics of any wetlands potentially affected by the final project configuration.

Based on this preliminary analysis, there is a possibility that, following completion of the mitigations associated with the long-term permanent road alignment and flood abatement project to be completed in 2027, compensatory mitigation may not be required or may qualify as an excepted action under applicable NPS wetland protection policy and procedures. If, following that evaluation, compensatory mitigation is determined to be necessary, the minimum compensation standard would be 1:1 replacement of wetland functions, consistent with NPS Procedural Manual 77-1. Where sufficient information is not available to directly evaluate functional replacement, 1:1 wetland acreage replacement may be used as a surrogate. The final compensation ratio may be greater than 1:1 based on the relative functional values of the impacted and proposed restoration wetlands, the time required for the restored wetlands to become fully functional, and the likelihood of restoration success.

The park has identified at least eight potential wetland restoration sites within the immediate vicinity of the project area and within the Stehekin River drainage, collectively encompassing more than 230 acres. These sites have previously been identified by park and NPS Water Resources Division staff as potential wetland restoration opportunities and could provide options for compensatory mitigation, if ultimately determined to be necessary.

Floodplains:

The proposed road alignment into the active Stehekin River channel represents a substantial hydraulic perturbation into a reach that is experiencing considerable aggradation (influx of mobile sediment). The proposed road alignment has approximately 700 feet of streamwise length of revetment that extends up to 85 feet into the channel. This proposed action could affect approximately 236 acres of floodplain when measured against not having a road, which represents approximately 14% of the floodplain identified in the SRCIP/EIS (Appendix A, Figure 1), however, these impacts are expected to be temporary and may be mitigated in the long-term planning effort.

Since a hydraulic model has not been completed to understand and quantify the hydraulic impacts of the proposed action, this creates uncertainty in the success or potential negative consequences of the proposed action (new road and HESCO barriers) as well as localized impacts to channel processes, including sediment deposition, bank erosion, channel migration, and channel avulsion.

The proposed road in the active channel will alter bar dynamics and the proposed HESCO barriers will contribute to high energy flow concentrating on the outer right bank along a direction parallel with the HESCO barriers. This high energy flow is likely to exit the HESCO barrier line on a northwest trajectory towards the north bank of the Stehekin River. With minimal obstructions, this high velocity zone has the potential to carve a new path to the north bank, putting private property and the Stehekin Valley Road on the north bank at risk of accelerated bank erosion and flood inundation.

The proposed road alignment and associated rock revetment extends up to 85 feet to the north in the existing active channel. This extension into the active channel will influence the sediment deposition patterns on the point bar to the north of the proposed road, likely forcing the focus of deposition to the southeast – downstream and towards the river right bank. This adjusted bar deposition pattern will likely force high energy flow towards river right downstream of the proposed road alignment, which will amplify the risk of river avulsion to the south and the Company Creek Road area.

Construction would occur directly within the active river migration zone and would require temporary diversion of river flow using impermeable barriers through installation of temporary sheet-piles, and associated dewatering of the work area. These activities would temporarily alter flow patterns by shifting the active channel toward the northern portion of the migration zone.

Temporary diversion structures could increase localized flow velocities, bank erosion, or sediment deposition immediately adjacent to the diversion during construction. These effects would be expected to cease once the diversion structures are removed.

If part of the permanent solution, construction of the roadway would permanently occupy a portion of the active floodplain and river migration zone. The road prism, particularly where it is up to approximately 60 feet wide at its base, would replace floodplain surface with engineered fill and reduce available flood storage within the occupied area and the area behind the road prism.

The elevated roadway could redirect floodwaters around and downstream of the roadway; modify overbank flow paths, influence sediment deposition patterns, and reduce lateral channel migration where the roadway constrains river movement.

Although the road would be built to minimum standards intended to reduce future flood damage, locating infrastructure within the river migration corridor may necessitate future maintenance or flood response following larger flood events.

Additionally, the temporary HESCO barriers are intended as an interim erosion and flood protection measure and would provide localized protection from flooding for a construction envelope to support permanent repairs but would also temporarily constrain floodplain processes.

MITIGATION MEASURES AND DESIGN FEATURES:
Staging and material stockpile sites will be approved by NPS and County and their contractors will incorporate compliance mitigation requirements during design and construction. Staging areas, access routes, and stockpile areas should be located outside of riparian areas and be in areas that avoid the potential for sediment delivery or contaminants to water channels. Equipment shall be stored, fueled, and serviced in established staging areas.

The NOCA PM or a member of the NOCA natural resources team will record, daily, the following information:

- The work that was accomplished
- Duration of activities
- What equipment was used, and
- Any incidence of injury, harm, or observation of listed species (potential for occurrence in action area: spotted owl, gray wolf, Canada lynx, Cascade red fox, and wolverine).
- How many and which species of trees over 18" diameter at breast height (dbh) are felled.

Mitigation measures and design features:

- Prior to demobilization, NPS staff will work with the permittee to grade the excavated flow diversion channel to promote rearing habitat for salmonids and reduce the risk of fish entrapments forming after construction is complete.
- Fish will be salvaged from areas that will be dewatered or in areas where heavy equipment operation has the potential to cause harm.
- As part of the long-term project, the NPS will evaluate developing and implementing the means to provide connectivity flows of at least 20 cfs from the Stehekin River into the Battalion Creek side-channel complex to restore the fisheries and wetland habitat values of this area.
- Avoid spreading laminated root rot (LRR) disease. This is a tree disease primarily targeting Douglas-fir and Grand fir that can cause green tree failure and create highly hazardous trees. It is a disease of the site and spread in the soil.

  There is a suspected LRR zone on the terrace running south of 16+00 to 18+00, with the potential for the same issue on small terrace south of 20+00, but NPS was unable to confirm with a visit. When soil disturbance within ~30 ft of the terraces or in the root zone of Douglas-fir or grand fir on or immediately adjacent terraces (root zone is

approximately 1 foot for every 1" of diameter), or removing trees in that same zone:

All trenching and falling equipment should be cleaned of visible soil and woody root material when moving from a location affected by LRR location to others. Root to root contact is primary means of LRR spread. Chemical sanitation of equipment is not required.

Avoid moving the butt and roots of potentially disease affected tree species from the LRR zone to other locations.
Avoid damage and exposure of woody tissue on host trees that will be retained and are adjacent to LRR zones.

- Erosion control methods shall implement to the extent possible to prevent silt-laden water from entering the stream. These may include, but are not limited to, silt fencing, filter fabric, excelsior or fumigated straw filter logs or other material. This measure is designed to keep fine and coarse sediments from reaching flowing waters where they can be transported downstream and may affect spawning gravels, substrate embeddedness and pool frequency/quality. Erosion control devices will be maintained throughout the duration of the project or until the site is stabilized.
- Implement best management practices to avoid new introductions or expansions of invasive species. Before entering park and work zone: contractors and any staff are responsible for cleaning all project equipment and personal equipment and gear of visible debris. Clean truck beds, undercarriages and treads of mud, dirt and visible plant materials. Staff should brush clean personal gear from debris before entering park or work zone.

  Use park-approved weed-free fill. Use already existing hardened surfaces for equipment storage whenever possible. Cover undeveloped, disturbed ground after construction with park-approved weed-free erosion control material (not straw, not plastic).
- To minimize the amount of ground disturbance, staging and stockpiling areas shall be located in previously disturbed sites, away from visitor use areas to the greatest extent possible. All staging and stockpiling areas shall be returned to pre-construction conditions following construction. This is a best management practice that minimizes ground disturbance.
- Implement this USFWS conservation measure: when practical, leave felled hazard trees in place to contribute to coarse woody debris on the ground.
- Ensure only Chelan County contracted employees participate in road construction activities to minimize hazards and risk to NOCA employees. The Chelan County

contractor should submit a health and safety plan to the park safety officer prior to start of construction.

- For trees not directly in path of planned construction, avoid removal and indirect impacts. Whenever possible, avoid soil disturbance and trenching within 6 ft or 2 m (structural root zone estimated) of trees greater than 18' in diameter. Avoid damaging greater than 25% of a trees likely structural root zone. Always try to avoid work that encircles 50% or more of trees ground radius to avoid creating a hazard tree. For very large (>40' diameter) or if there are few remaining living trees, preserve as much of the critical root zone (1 radius for 1' of tree diameter) as possible. Consult park specialists or arborist before removing a tree because of root damage.
- There have been limited archeological surveys in the vicinity. The landform has potential for archeological resources; the potential increases farther from the river. Although no resources are known in the APE, and likelihood of discovery is low, an archeological monitor will be onsite for ground disturbing activities in the land-based portion of the construction as necessary. The archeologist will follow the Monitoring and Inadvertent Discovery Plan provided by the park. The archeological monitor will stop work as needed to inspect soils and look for artifacts. In the event that an archeological site is identified, work must stop within a 30-foot buffer surrounding the find. The monitor will contact the Park Cultural Resource Program Manager who will then notify the Park Superintendent, the State Historic Preservation Office, and three tribes. A work stoppage for an inadvertent discovery could last one day or more. However, if exigent circumstances occur and the Superintendent determines work stoppage may cause imminent threat to life or property, emergency archeological documentation will take place for a period of no more than 4 hours at which time construction will proceed as planned.
- In the event of a fuel or oil leak/spill, the work shall cease immediately, spill containment deployed, NPS and other jurisdictional authorities shall be called immediately, as designated.
- Equipment shall be inspected daily prior to work to ensure that leaks do not occur. Fueling operations shall take place at least 100' from the stream.
- All machinery containing fuels and oils shall have a spill kit available immediately in the event of a spill.
- Care shall be taken not to disturb any wildlife species found nesting, hibernating, estivating, or otherwise living in, or immediately nearby, worksites. Specific mitigations: 1) minimal removal/alteration of suitable nesting structures (>18" dbh live trees or snags, woody debris), or foraging habitat (lower canopy, shrubs, woody debris); 2) avoid night work; when unavoidable, shield lights down to prevent skyward illumination; 3) silence

back up alarms and similar when safe (i.e. have spotter) to reduce noise disturbance of nearby wildlife

EXTRAORDINARY CIRCUMSTANCES:

If implemented, would the proposal...	**Yes/No**	**Explanation**
A. Have significant impacts on public health or safety?	No	This project will generally result in overall beneficial impacts to public health and safety to approximately 35 residents on the south side of the river. North of the project site (the head of the Battalion Creek side channel) the road would provide legal access, which would also facilitate emergency egress by road. South of the project site, the HESCO barriers connecting to the road would also allow for emergency egress for residents on the south side (as well as residents north of the project site that also need emergency egress by road), because the area could be flooded during the approximately 30-60 days a year when water can overtop the Battalion Creek culverts at lower cfs. The repair would also provide access to the inhabited areas of Company Creek Road by fire, EMS, and power line personnel. It would also reduce the risk to private property between the washout and the Battalion Creek culverts. There could also be adverse effects to public health or safety to residents and property on the north side of the river during high flow events, because with minimal obstructions, this high velocity zone has the potential to carve a new path to the north bank, putting private property and the Stehekin Valley Road on the north bank at risk of accelerated bank erosion and flood inundation. This area includes four vacation

If implemented, would the proposal...	Yes/No	Explanation
		homes and one primary residence. It could also increase the potential risk of channel avulsion to the south into the middle Company Creek neighborhood, however this risk is mitigated by the HESCO barriers. NPS has also met with Chelan County on design and mitigation measures, and the County has committed to working with the USACE and NPS as much as possible to reduce risk. In summary, in taking action there are potential adverse effects to the north side of the river during high flow events, and potential adverse effects to the south side of the river during high flow events from both taking action or inaction. At the same time, there are significant beneficial impacts to residents on the south side of the river during the 30-60 annual lower flow flood events. The proposed action is intended to immediately resolve this most common risk on a temporary basis. The high-flow flood events can only be resolved with a long-term planning effort, which is underway now. Consequently, the project will not result in significant adverse impacts on public health or safety because the project improves public safety compared to the existing condition, since without the action more residents would be at risk more frequently. In addition, these repairs are temporary in nature, and a longer-term planning effort will further alleviate high-flow flood risks. Lastly, if the proposed action does not mitigate flood risk as anticipated, the USACE has noted that it can provide additional flood protection

If implemented, would the proposal...	Yes/No	Explanation
		measures, if provided with access to private property.
B. Have significant impacts on such natural resources and unique geographic characteristics as historic or cultural resources; park, recreation or refuge lands; wilderness areas; wild or scenic rivers; national natural landmarks; sole or principal drinking water aquifers; prime farmlands; wetlands; floodplains; national monuments; migratory birds; and other ecologically significant or critical areas?	No	There will be some impacts to park lands, wetlands, floodplains, and general wildlife habitat from the project, but they are not significant impacts. The previously-completed road alignment was selected to minimize clearing of habitat and less than 10 acres was cleared. Within the context of existing habitat of this type, both in the immediate area and park-wide, this is not a significant number of acres. Floodplains and aquatic habitat will be impacted due to the in-river work and re-channelization of the river. These impacts are not significant in part because this work re-establishes the existing condition of the river prior to the 2025 flood event, and because only a small section of the river, already previously modified many times over the last 50 years, will be affected. Direct wetland impacts are anticipated to be approximately 1 acre and the park has identified eight potential restoration sites within the immediate project vicinity which will provide wetland compensation for direct and indirect effects, if needed. The Stehekin River itself is Wild and Scenic River eligible, but is not designated, and NPS Management Policies requiring that eligible rivers be managed as if designated have been waived. There are no refuge lands, wilderness areas, national natural landmarks, drinking water aquifers, farmlands, or national monuments in the project area.

If implemented, would the proposal...	Yes/No	Explanation
C. Have highly uncertain and potentially significant environmental effects or involve unique or unknown environmental risks?	No	Because of the emergency nature of the proposed action, modeling has not been developed to understand and quantify the hydraulic impacts, which creates some uncertainty regarding impacts to channel processes such as sediment deposition, bank erosion, channel migration, and channel avulsion, as described above. These are not unique or unknown risks (they are described above and are typical in flood mitigation projects), but it is understood that this could result in impacts to private property and the Stehekin Valley Road on the north bank from accelerated erosion and flood inundation, as well as impacts to the middle Company Creek Road neighborhood. These impacts are not significant because the project is temporary in nature, it in part re-establishes the existing condition of the river prior to the 2025 flood event, and only a small section of the river, previously modified many times over the last 50 years, would be affected. In addition, failure to act would create potentially significant adverse impacts to public health and safety, as detailed above. Lastly, maintenance of the Company Creek Road within its historical footprint is both authorized by the park's 1995 General Management Plan and its 2012 Stehekin River Corridor Implementation Plan.
D. Establish a precedent for future action or represent a decision in principle about future actions with potentially significant environmental effects?	No	Rebuilding segments of road that have been damaged by natural disasters is not a precedent-setting action for the NPS. The project also does not engender future actions that would have potentially

If implemented, would the proposal...	Yes/No	Explanation
		significant effects. The result of the project is that residents will be able to access their homes and be able to egress in times of emergency.
E. Have a direct relationship to other actions that implicate potentially significant environmental effects?	No	This action is a temporary measure, and a long-term planning effort for a more permanent solution is anticipated to begin soon. The longer-term planning effort is also not anticipated to create significant adverse effects, and may further mitigate these emergency temporary measures. In total, the length of road to be rebuilt by NPS and by private residents does not exceed 2 miles, and the impacts collectively do not rise to the level of significant impacts. This area has been developed since the park was established and the work proposed is in a small area of the park.
F. Have significant impacts on properties listed, or eligible for listing, on the National Register of Historic Places as determined by the bureau?	No	The park's Cultural Resources Manager has reviewed the project and determined that no listed or eligible properties have been identified in the project area. There was a high probability of archaeological finds in landforms to the south of the initial project area, which had not been surveyed, but this area was avoided during construction. No recorded archaeological sites occur within the new project area. The project area has a low potential for in situ historic properties due to severe erosion and redeposition from the Winter 2025 flood. However, there will be archaeological monitoring, and the park has an inadvertent discovery plan in place. Emergency consultation with the SHPO and Tribes has been conducted by the park's Cultural Program Manager. Because no recorded archeological sites occur within

If implemented, would the proposal...	Yes/No	Explanation
		the project area, and an archeological monitor will be on site, there are unlikely to be any significant adverse effects to archeological resources or other historic properties in the area. There are no built environment historic properties that will be affected by this project.
G. Have significant impacts on species listed, or proposed to be listed, on the List of Endangered or Threatened Species or have significant impacts on designated Critical Habitat for these species?	No	During the previous construction, there was an anticipated adverse effect on Northern spotted owl habitat in that an estimated five to seven acres of habitat would be lost, which reflected a road alignment selected to minimize the amount of habitat loss. With the new alignment into the river, less owl habitat is affected by the alignment, but approximately ten trees would need to be cut to establish the HESCO barriers as part of the road stabilization. However, this work will be conducted outside of nesting season and is not likely to adversely affect the species. The park Biologist has conducted an emergency notification/ consultation with USFWS on the original project and has consulted with USFWS on this project, and will not take action on the HESCO barriers until a USFWS concurrence is received. The USFWS has provided NPS with emergency project conservation measures to follow which further minimize impacts and reduce any potential for significant impacts to the owl. The acreage of habitat loss does not constitute a significant impact; the area impacted represents a small percentage of available habitat within the park and even smaller percentage within Northern spotted owl habitat throughout its range. If work were to be done during nesting season, the

If implemented, would the proposal...	Yes/No	Explanation
		park biologist would conduct a hoot survey prior to construction and if a nest is found, all efforts would be made to re-route the road around the tree with the nest. However, the revised project will not occur during nesting season. Because of the limited number of habitat acres impacted, the conservation measures that will be employed during construction, and because NPS would conduct a survey to determine if there are any nests within the road corridor and attempt to save any trees with a nest if during nesting or breeding season, there will be not significant impacts to Northern spotted owls or their habitat. Impacts to other listed species include temporarily impacted by noise disturbance from heavy machinery that may cause injury, alteration of natural activities, or disturbance of prey. If they occur, it would be to individual species, and are not expected to rise to the level of significance. NPS will follow conservation measures during construction provided by the USFWS.
H. Significantly limit access to and ceremonial use of Indian sacred sites on Federal lands by Indian religious practitioners or significantly adversely affect the physical integrity of such sacred sites?	No	The park Cultural Resource Manager has conducted expedited consultation with the Tribes, who have not identified any Indian sacred sites within the project area.
I. Contribute to potentially significant effects resulting from the introduction, continued existence, or spread of noxious weeds or non-native invasive species known to occur in the area or from other actions that promote the introduction, growth, or	No	Because there will be heavy equipment and fill brought in for the project, best management practices have been added to the project to prevent the introduction of weeds or other non-native invasive species into the area. Imported fill, including

If implemented, would the proposal...	Yes/No	Explanation
expansion of the range of such species (Federal Noxious Weed Control Act)?		materials used for Supersacks and HESCO barriers, must meet the park's weed-free standards. There should be no significant effects or introduction of these types of organisms into the project area.

Decision: I have reviewed the proposed action described in the Categorical Exclusion (CE) form and other documentation prepared for this project. The action appropriately fits within a categorical exclusion. No extraordinary circumstances apply in accordance with 43 CFR 46.215. All required compliance (e.g., National Historic Preservation Act, Endangered Species Act, Tribal consultation, as applicable) is complete and documented in the project file.

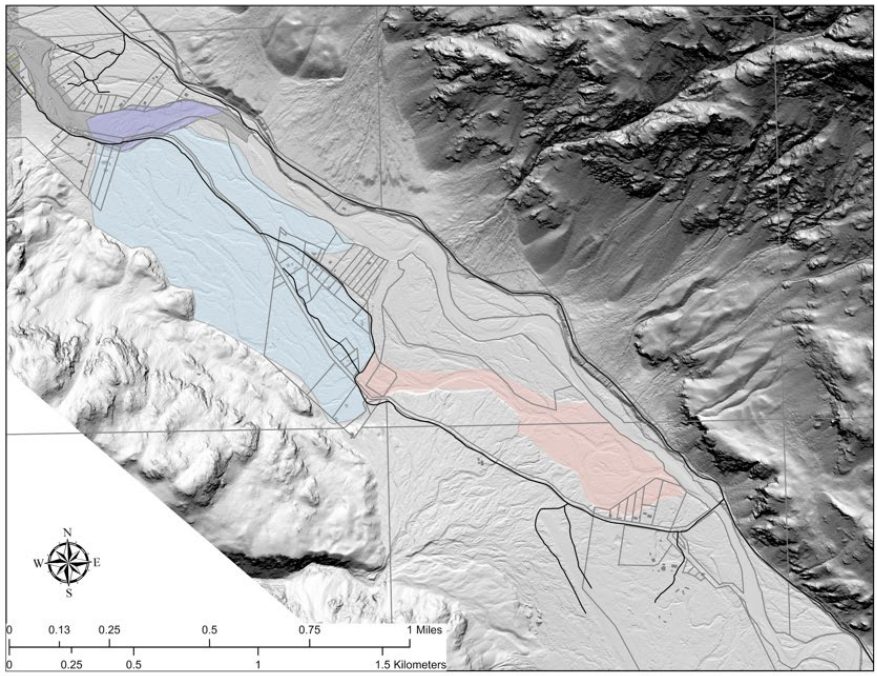
Based on this review, I have decided to approve and authorize the proposed action, including all design features, mitigation measures, and stipulations identified in the project file. This decision authorizes implementation of the action as described.

Superintendent Signature: Digitally signed by JASON TAYLOR Date: 2026.08.28 17:20:21 -05'00' **Date:**

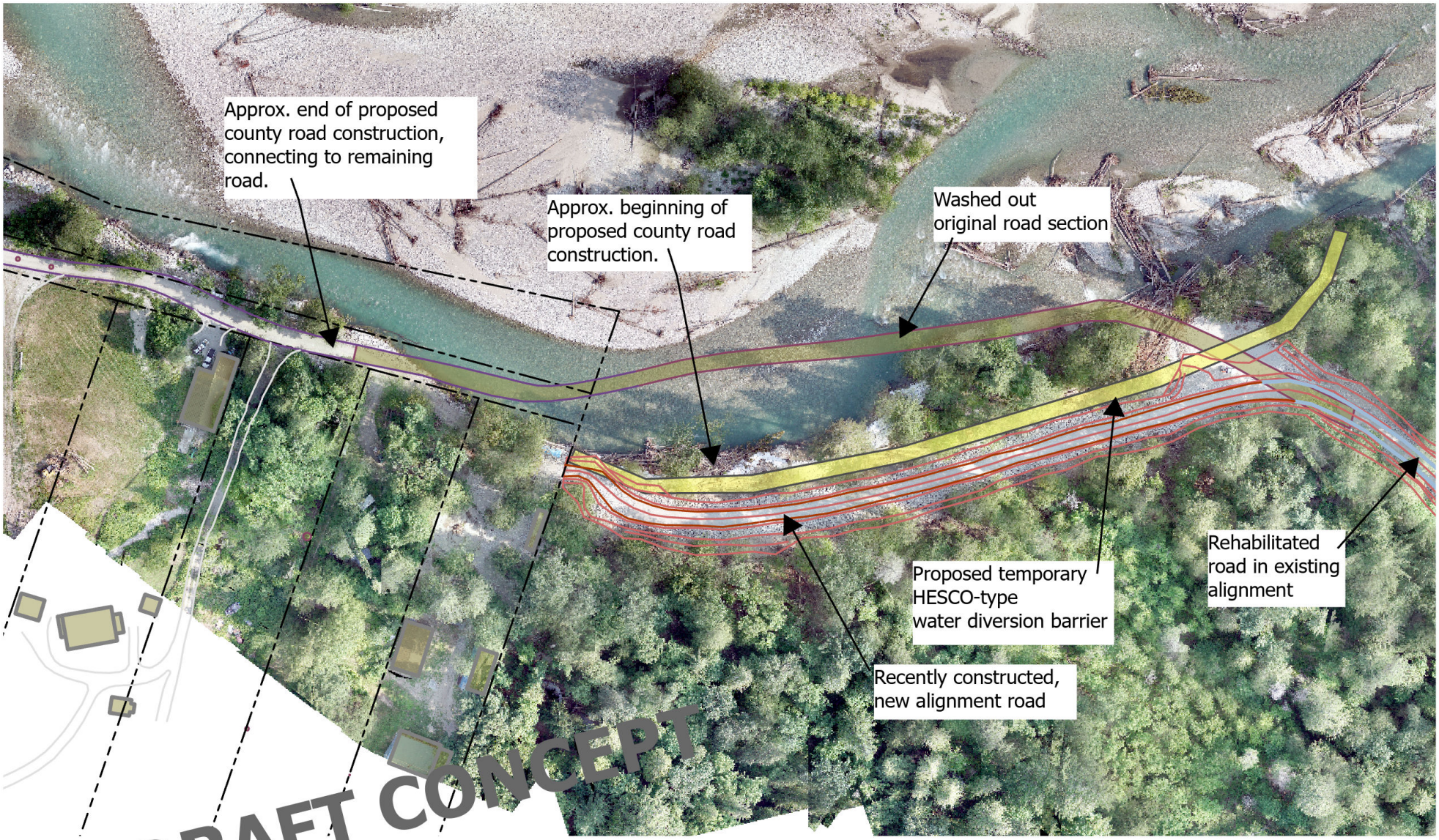
Jason J. Taylor, PhD

APPENDIX A: Maps and Figures:

Figure 1:



- Main Channel (Purple): 14.9 acres
- Battalion side channels to Stehekin River (Blue): 164.8 acres
- Battalion channel below culvert to Harlequin bridge (Pink): 56.1 acres



Company Creek Road Reconstruction

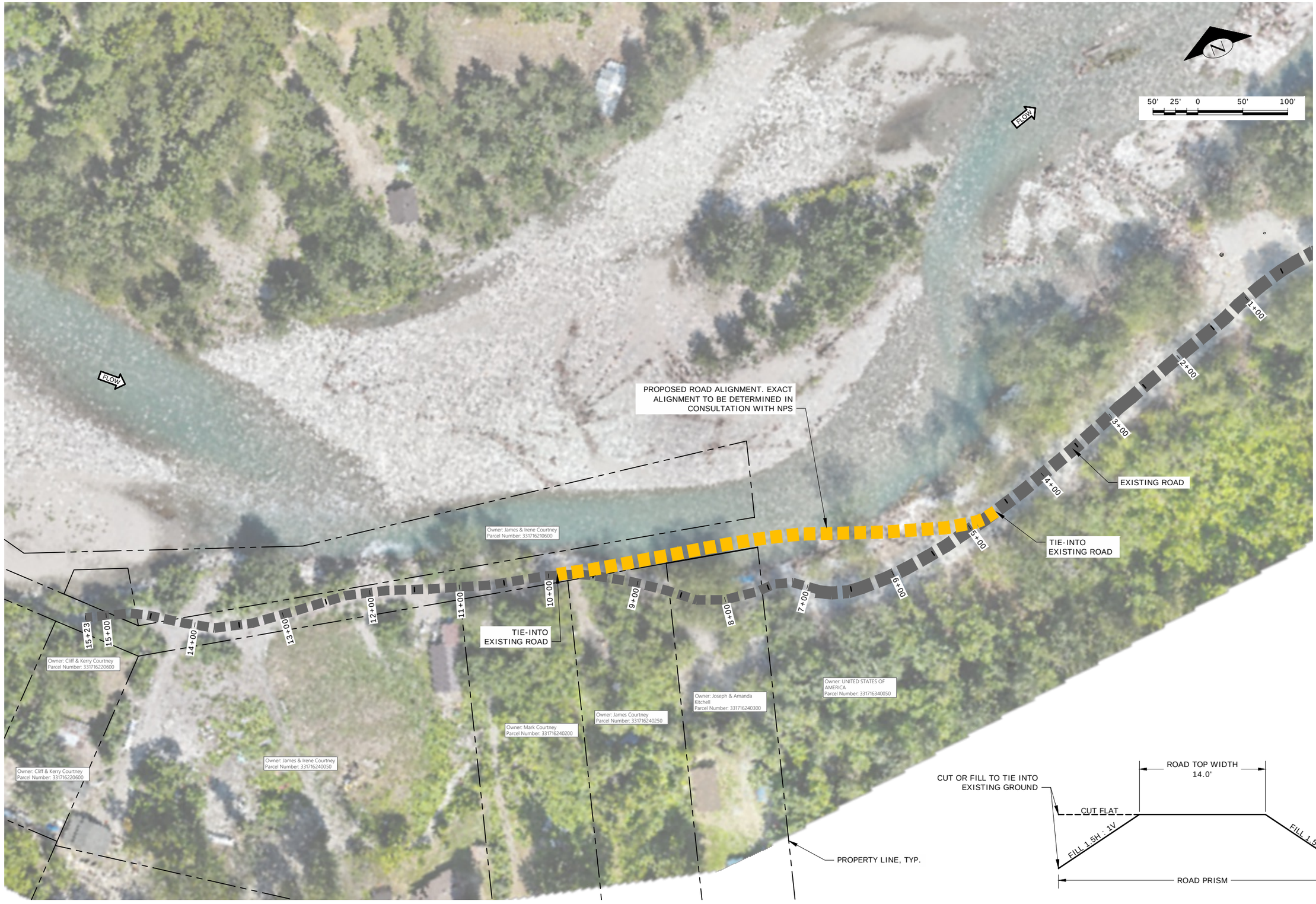
0 150 300 600 Feet

Map Scale (in:ft): 1:2,500

Credits: data collection and aerial photo by OverSite LLC Land Surveying, August 2026

Aug. 25, 2026

N



PHASE 2 - ROAD ALIGNMENTS AND EXTENTS

TYPICAL CROSS SECTION: ROAD PRISM