# Documentation of Land Use Plan Conformance and NEPA Adequacy (DNA)

U.S. Department of the Interior
Bureau of Land Management (BLM)
Salem District, Oregon

**Coleman Creek Bridge Installation**
**DOI-BLM-OR-S050-2013-0001-DNA**

## *A. New information*

On September 25, 2012, Marys Peak Field Manager Rich Hatfield met with BLM staff and contractors on the Coleman Creek bridge project (EA # DOI-BLM-OR-S050-2011-0001). The project is located approximately one mile southeast of the Alsea Falls Recreation Site on the South Fork Alsea Scenic Byway.

The group discussed how and whether the project could be implemented this year. First, it was determined that the project, as currently planned, could not be implemented this year. The planned staged construction design will take the project deep into the winter and well beyond the in-water work window (including any potential extensions).

Next, the group determined that doing nothing was not a viable option. The culvert is failing and may not make it through another winter. Last winter, the road flooded on at least three occasions. Leaving the road open all winter without repairing the culvert was rejected because of safety concerns and the potential for additional damage to the roadway.

The group also discussed temporary fixes to the culvert to make it through the winter. Several viable options were available; however, the price tag was high for the temporary fix (est. $50,000).

The Field Manager decided to close the South Fork Alsea Scenic Byway at the Coleman Creek crossing during the duration of the project (October 10, 2012 to late January 2013) (see attached map). The majority of the Byway will remain open; however, no traffic through the Coleman Creek crossing will be allowed during this time.

This option was selected for a number of reasons. First and foremost, it is the safest option for the public who use the road. Closing the road will also allow the contractor to finish the in-water portion of the work by the end of October. Also, this option represents a significant cost savings. In addition to the savings from the temporary fix (est. $50,000), completing the in-water work this fall will save traffic control costs that were originally planned for the project. Savings may reach $100,000.

The road closure will have short-term negative impacts on those who utilize the road as a thoroughfare between Highway 34 and Highway 99. However, these impacts are expected to be minimal. The closure will be put into place after the peak recreation season. Also, a sign and

notification plan will be developed that will minimize impacts to the public. The long-term benefits (improvements to public safety, fish passage, and infrastructure) of the project will outweigh the short-term disruptions.

## *B. Background and Description of the Proposed Action*

The BLM signed the Decision Record for the Coleman Creek Bridge Installation on June 29, 2011. The selected alternative included the replacement of a failing culvert with a bridge.

**Location**: T. 14 S., R. 7 W., Section 36, W.M. in Benton County, Oregon

## *C. Conformance with the Land Use Plan (LUP) and Consistency with Related Subordinate Implementation Plans*

The proposed project (along with subsequent modifications to the design) is consistent with the Salem District Resource Management Plan.

## *D. Identify the applicable NEPA document(s) and other related documents that cover the proposed action.*

Applicable NEPA Documents:

- Coleman Creek Bridge Installation EA and Decision Rationale – June 29, 2011.

Other NEPA documents and other related documents that are relevant to the proposed action include:

- Salem District RMP/EIS – November 1994 and Record of Decision – May 1995

## *E. NEPA Adequacy Criteria*

1. **Is the existing analysis adequate and are the conclusions adequate in light of any new information or circumstances? Can you reasonably conclude that all new information and all new circumstances are insignificant with regard to analysis of the proposed action?**

The original design for the bridge included a phased construction and the construction of a bypass. This would allow the South Fork Alsea Scenic Byway to stay open during construction. Given new information on the project schedule, I decided not to build the bypass and to temporarily close the road at the Coleman Creek crossing during construction.

After reviewing the analysis in the EA, the decision rationale, and the project file, I find that the existing documentation and analysis are adequate.

No additional or unexpected resource impacts are expected from the road closure. Some members of the public may experience inconveniences related to the closure. Given the timing of the closure and the public outreach plan for the closure, these impacts are expected to be minimal.

2. **Are the direct, indirect, and cumulative effects of the current proposed action similar (both quantitatively and qualitatively) to those analyzed in the existing NEPA document(s)?**

Aside from impacts to the public, the direct, indirect and cumulative impacts are nearly identical to that disclosed in the EA.

3. **Are the public involvement and interagency review associated with existing NEPA document(s) adequate for the current proposed action?**

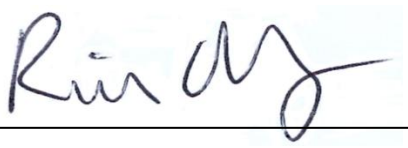
A road closure for the project will necessitate additional public outreach and notification. A public outreach plan has been developed and this includes notification of Benton County, nearby landowners, and other key parties. During the week of October 2, a press release will be sent to major media outlets.

## *F. Interdisciplinary Review*

| **Name** | **Specialty** |
|---|---|
| Steve Cyrus | Engineering |
| Brandon Burton | Engineering |
| Stefanie Larew | NEPA Coordinator |
| Chris Papen | Public Affairs |

## *CONCLUSION*

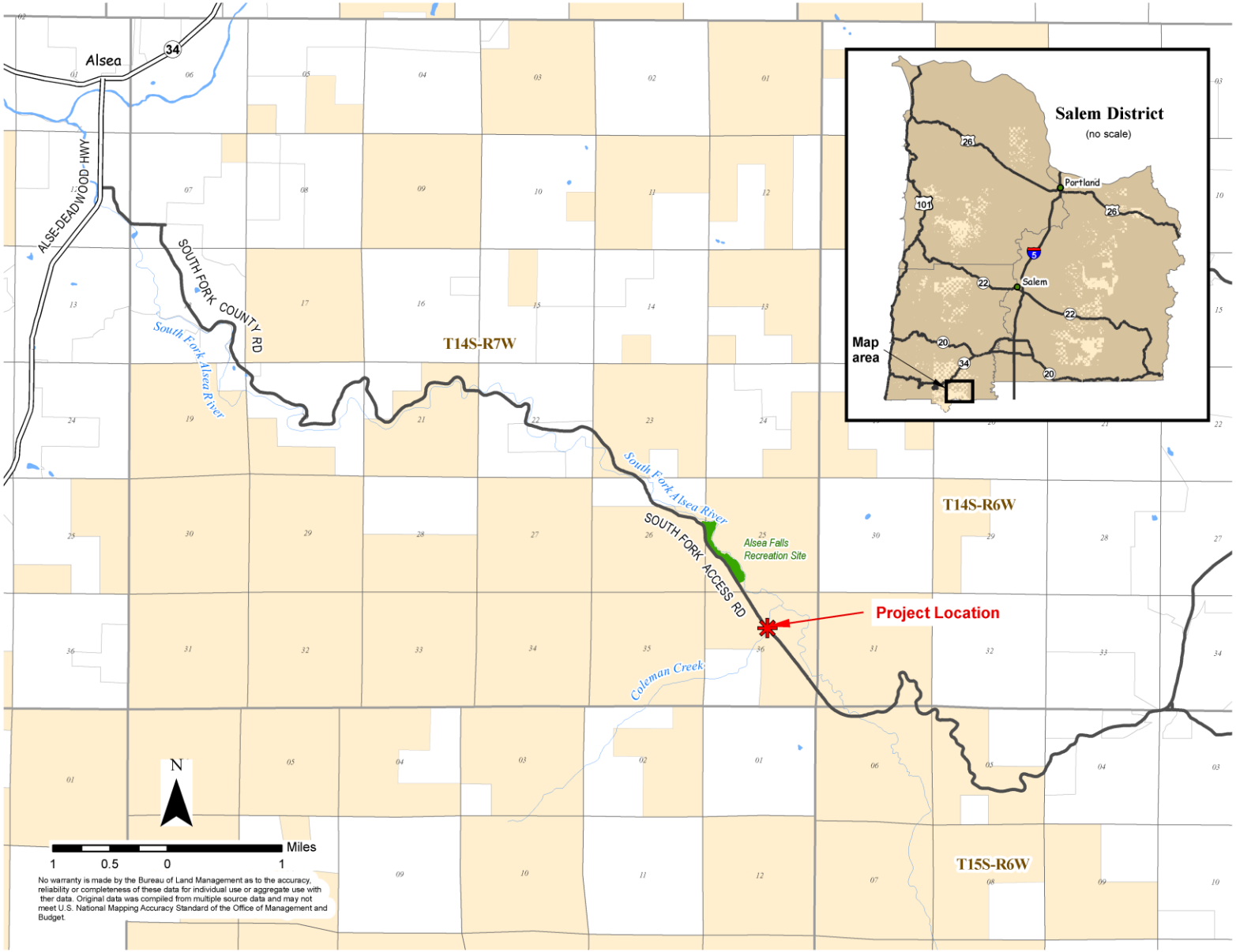
Based on the review documented above, I conclude that the road closure does not constitute "new information" that triggers a need for additional analysis. There is a need, though, for public notification of the closure. This will be done through personal contacts, press releases, and road signing.



10/2/20012

Rich Hatfield
Marys Peak Field Manager

Date


Alsea
34
ALSE-DEADWOOD HWY
SOUTH FORK COUNTY RD
South Fork Alsea River
T14S-R7W
South Fork Alsea River
SOUTH FORK ACCESS RD
Alsea Falls Recreation Site
Project Location
Coleman Creek
T14S-R6W
T15S-R6W
N
Miles
1 0.5 0 1
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Salem District
(no scale)
Portland
Salem
Map area
26
101
5
22
20
34